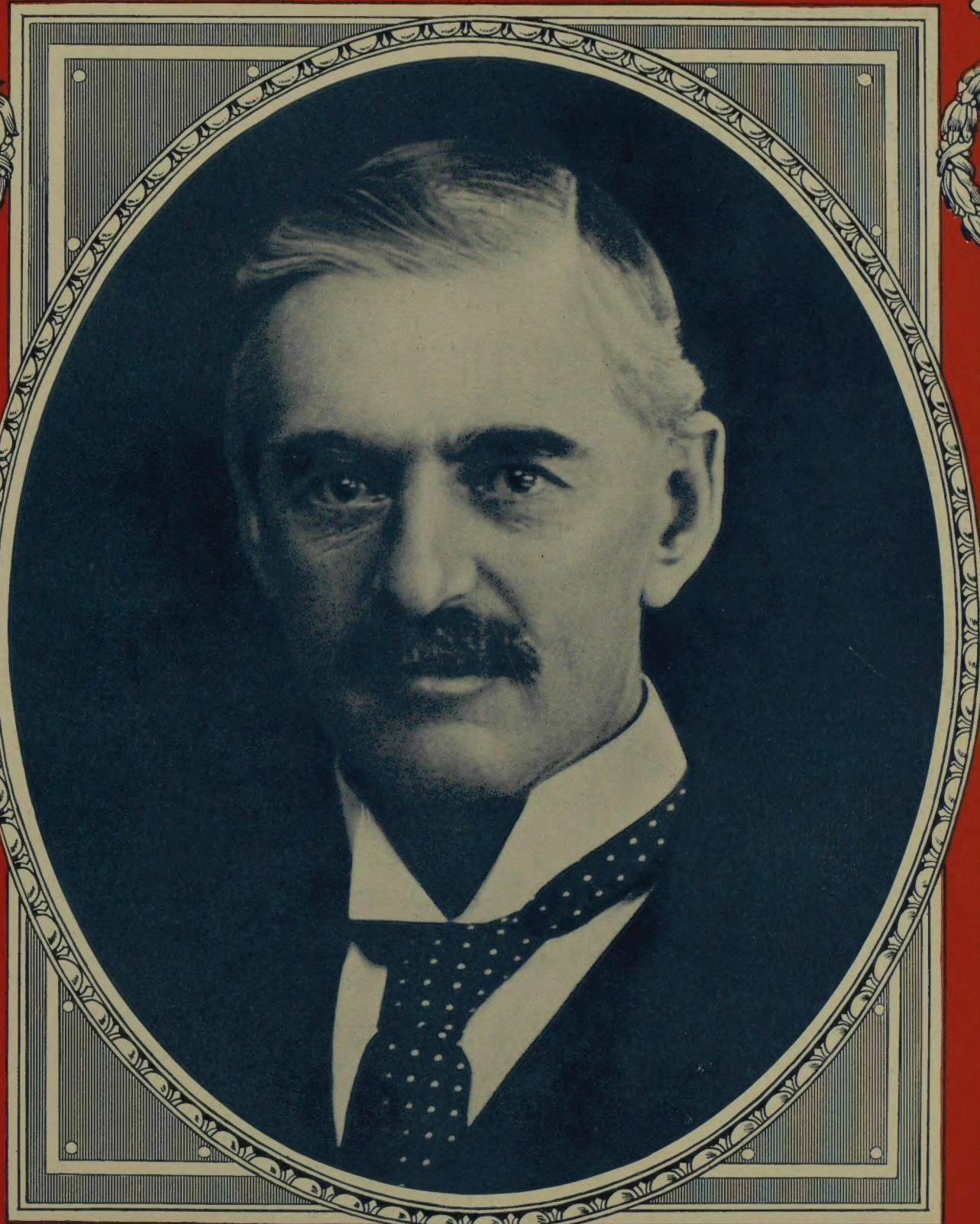


# THE ILLUSTRATED LONDON NEWS

**RECORD NUMBER.**

**THE CRISIS AND THE AGREEMENT.**



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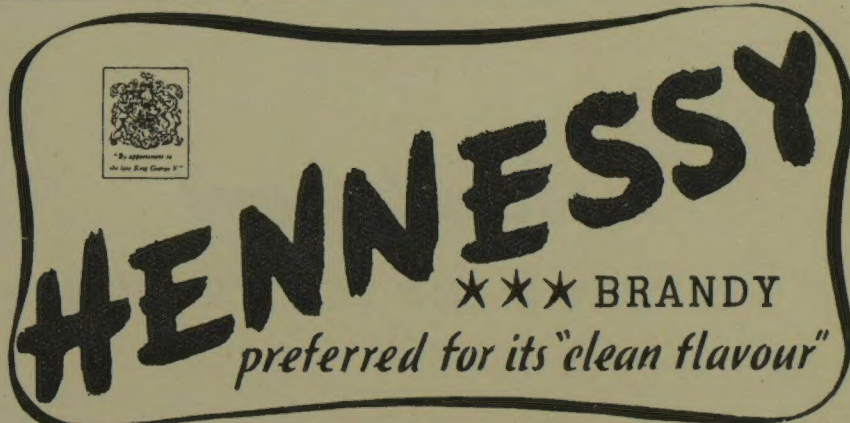
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SATURDAY, OCTOBER 8, 1938.



**THE HISTORIC MOMENT WHEN MR. CHAMBERLAIN—JUST BACK FROM MUNICH—STOOD ON THE BALCONY OF BUCKINGHAM PALACE, WITH THEIR MAJESTIES AND HIS WIFE, RECEIVING LONDON'S GRATITUDE FOR PEACE.**

London's ovation to Mr. Chamberlain, on his return from the Munich Conference that prevented a European war, reached its climax when he drove straight from Heston Airport, where he had landed, to Buckingham Palace. Cheering crowds welcomed his arrival. He was shown to their Majesties' private apartments, where his wife was already present, and received the royal congratulations. Meanwhile the crowd beyond the gates was chanting, "We want Chamberlain!" Presently the King and Queen, with the Premier and his wife, appeared on the

balcony. Mrs. Chamberlain tried to remain in the background, but the King led her forward to stand beside him. The Queen was on the left (as seen from outside) next to the Premier. They stood there, under the beam of a searchlight, while the cheering throng sang "For He's a Jolly Good Fellow." Then the King motioned Mr. Chamberlain forward, and he stood alone in front, acknowledging the acclamations. When the group retired, the vast crowd sang the National Anthem. The scene recalled Armistice Night. (Photograph by L.N.A.)



## CO-OPERATING FOR EUROPEAN PEACE: THE DUCE WITH THE PREMIER.

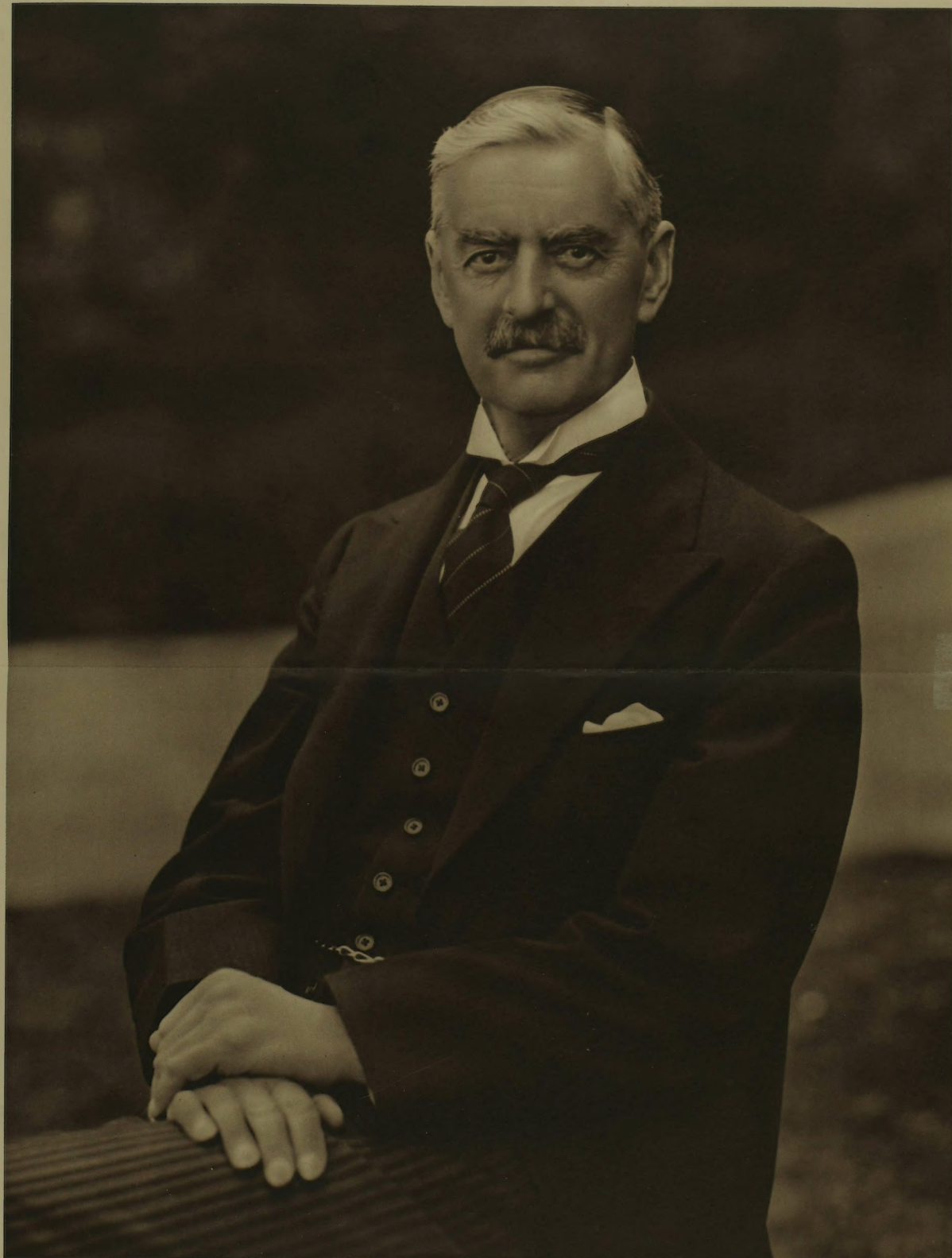


"WILLING TO WORK WITH US FOR PEACE IN EUROPE": SIGNOR MUSSOLINI MEETING MR. NEVILLE CHAMBERLAIN IN THE FÜHRER'S HOUSE, MUNICH, FOR THE CONFERENCE WHICH ENDED IN THE AGREEMENT.

The Four-Power Conference at the Führer's House in Munich on September 29-30 was the first occasion on which Mr. Chamberlain had met Signor Mussolini. In his now historic speech in the House of Commons on September 28, the Prime Minister said: "In reply to my message to Signor Mussolini, I was informed that instructions had been sent by the Duce to the Italian Ambassador in Berlin to see Herr von Ribbentrop at once and to say that while Italy would fulfil completely her pledges to stand by Germany, yet, in view of the great importance

of the request made by his Majesty's Government to Signor Mussolini, the latter hoped Herr Hitler would see his way to postpone action for at least 24 hours, so as to allow Signor Mussolini time to re-examine the situation and endeavour to find a peaceful settlement. In response, Herr Hitler has agreed to postpone mobilisation for 24 hours. Whatever views Hon. Members may have had about Signor Mussolini in the past, I believe that everyone will welcome his gesture of being willing to work with us for peace in Europe." (A.P.)





MR. NEVILLE CHAMBERLAIN, THE PRIME MINISTER.

"HE STEERED HIS VESSEL TOWARDS THE PORT OF PEACE."

The Prime Minister played an outstanding part—in co-operation with Herr Hitler, Signor Mussolini, and M. Daladier—in bringing about the agreement as to the Czech-Sudeten German crisis signed by Great Britain, Germany, Italy, and France on September 30, 1938, at Munich. Thus he abundantly fulfilled the hope expressed recently by the Duce, that the British Premier, "who had taken the political initiative," was "steering his vessel towards the port of peace." But for Mr. Chamberlain's persistence,

indeed, Europe might by this time have been plunged into the most terrible war in history. His single-minded resolve to do all in his power to save the world from a great catastrophe and untold suffering, regardless of his own political career, immensely enhanced his prestige both in this country and in Germany. On September 30 he and Herr Hitler signed a declaration of Anglo-German accord, resolving henceforth to use methods of consultation in any question concerning the two nations.

PHOTOGRAPH BY VANDYK, LONDON.



# AUTHOR OF TWO APPEALS TO HERR HITLER: PRESIDENT ROOSEVELT.



**A CHAMPION OF PEACE BY NEGOTIATION: PRESIDENT ROOSEVELT, WHO PLEADED WITH HERR HITLER THAT THE CZECHOSLOVAK PROBLEM SHOULD BE SOLVED BY A RESORT TO REASON, RATHER THAN BY FORCE.**

The part played by the United States of America in bringing about the Four-Power Conference at Munich will never, perhaps, be fully revealed, but the two appeals addressed by President Roosevelt to Herr Hitler undoubtedly contributed to that event. The first was sent on September 26 and in it Mr. Roosevelt said: "I am persuaded that there is no problem so difficult or so pressing for

a solution that it cannot justly be solved by a resort to reason rather than by a resort to force." To this the Führer replied; and Mr. Roosevelt felt himself constrained to send a second message on September 27 stating: "The Government of the United States has no political involvements in Europe. . . . Yet in our own right we recognise our responsibilities as part of a world of neighbours."

*Harris - Ewing Photograph, supplied by Topical.*



## IN WESTMINSTER CATHEDRAL: THOUSANDS JOIN IN PRAYER FOR PEACE.



AT A SOLEMN HIGH MASS FOR PEACE, ON THE DAY OF THE MUNICH CONFERENCE: PART OF THE GREAT CONGREGATION, NUMBERING OVER SIX THOUSAND, IN THE ROMAN CATHOLIC CATHEDRAL AT WESTMINSTER.

During the European crisis, Westminster Cathedral was kept open night and day for private prayer, and on September 29—the day of the Four-Power Conference at Munich—a solemn High Mass for peace was celebrated. Cardinal Hinsley, Archbishop of Westminster, was present, and the congregation of more than 6000 people filled the body of the Cathedral and overflowed into the galleries. On the same day the Pope broadcast an appeal for prayers for peace. "While millions of men," he said, "live in dread because of the imminent danger of war,

and of unexampled slaughter and ruin . . . we invite the bishops and clergy, the religious and the faithful, to unite with us in a most undaunted and insistent prayer for the preservation of justice, charity and peace. . . . Our offer is all the more assured of the greatest acceptance because it is the morrow of the feast of the meek and heroic martyr, St. Wenceslas—the patron saint of the Czechs, and because it is the eve of the month of the Holy Rosary, when the prayers of the Catholic world are multiplied." (Photograph by Planet News.)



## IN WESTMINSTER ABBEY: PRAYERS AT THE UNKNOWN WARRIOR'S GRAVE.



PRAYERS FOR PEACE AT THE TOMB OF THE UNKNOWN WARRIOR ON THE DAY OF THE MUNICH CONFERENCE: A SCENE IN THE ABBEY, WHERE CONTINUOUS INTERCESSION HAD BEEN MAINTAINED FOR A FORTNIGHT.

During the international crisis, a period of unbroken day-and-night prayer for peace began in Westminster Abbey on September 15, as noted in our issue of September 24, under a full-page drawing of a scene at the Unknown Warrior's Grave similar to that here illustrated. The above photograph was taken on the 29th, the day on which the Prime Minister attended the Four-Power Conference at Munich. In a broadcast message on the previous night, the Archbishop of Canterbury said: "Let me ask you all to accompany him with your prayers.

To-night before you go to rest, pray for him with full hearts; pray that God may guide him and give him wisdom and strength, and, if it be His will, success. Continue these prayers to-morrow, when this conference, on which the hopes of the world depend, will be meeting in Germany. Surely this so sudden and unexpected lifting of the burden which weighed so heavily upon us this very morning is itself an answer to the great volume of prayer which has been rising to God. . . . None can tell or measure the power of prayer." (*Associated Press.*)



# THE SURPRISE SEND-OFF TO MUNICH: THE CABINET CHEER THE PREMIER.



ITALIAN GOOD WISHES FOR MR. CHAMBERLAIN AS HE WAS LEAVING HESTON FOR THE CONFERENCE AT MUNICH: COUNT GRANDI EXCHANGES A CORDIAL HANDSHAKE.—ON THE RIGHT, LORD HAILSHAM. (G.P.U.)



A REMARKABLE DEMONSTRATION BY BRITISH CABINET MINISTERS: LORD HALIFAX LEADING HIS COLLEAGUES IN CHEERING MR. CHAMBERLAIN; WITH THE SOUTH AFRICAN HIGH COMMISSIONER (RIGHT; BEHIND) AND SIR KINGSLEY WOOD. (C.P.)



SMILING MINISTERIAL FACES AT THE START OF MR. CHAMBERLAIN'S MUNICH FLIGHT: THE PREMIER WITH SIR KINGSLEY WOOD BESIDE HIM; AND BEHIND (L. TO R.) LORD HAILSHAM, LORD MAUGHAM, SIR JOHN SIMON, MR. HORE-BELISHA, LORD HALIFAX, AND MR. VINCENT MASSEY (REPRESENTING CANADA); AND (AT BACK) SIR PHILIP SASSOON, MR. W. S. MORRISON, MR. DUFF COOPER, MR. LESLIE BURGIN, MR. WALTER ELLIOT, AND MR. OLIVER STANLEY. (Planes)

The Prime Minister's departure for the Munich conference was marked by a public demonstration of his Cabinet's good wishes which was without precedent. Unknown to him, some sixteen Ministers had agreed amongst themselves to give him a united send-off from Heston, as a gesture of their appreciation of his efforts for peace. The Prime Minister's pleasure at this was evident. Ministers and their wives crowded round him, patting him on the shoulder; there were warm

handshakes; and a great cheer was given as Mr. Chamberlain walked towards his aeroplane. Besides members of the Cabinet were the High Commissioners for Canada, Australia, and Eire, and many members of the Diplomatic Corps, including the French Ambassador and the German Chargé d'Affaires. Immediately after the Prime Minister had exchanged greetings with his colleagues, Count Grandi, the Italian Ambassador, came up to offer his sincere wishes for success.





By ARTHUR BRYANT.

WHEN the writer began to draft this article on the eve of the Prime Minister's momentous statement to Parliament—for these lines have, for technical reasons, to be written rather more than a week before they are published—the shadow of a great European war lay heavy over London. Walking during the course of that morning in the Park, where contractors' men were digging trenches, I did not see one smiling face. It would be a profound mistake to describe the mood of that moment as one of fear or irresolution. But it was one, however grave and determined, that was of utter sadness. The incredulity of the past few days had been succeeded by realisation of all that had come to pass. The foreknowledge of what modern war implies, denied to our fathers in 1914, was present in every mind. It was a foreknowledge which could give no man any pleasure, and every man a host of mournful expectations. Then, when I had written part of what I had set myself to write, the news came over the air from the House of Commons, where the Prime Minister had just reached the dramatic, unexpected ending of his historic speech. I tore up what I had written as a sacrificial thanks offering, and went out into the Park again, to witness the changed mood of my countrymen. It was still grave and calm, and mostly, as in the morning, silent; but the sense of relief and relaxation after intense strain was very visible.

But next day, for the writer at least, the strain returned. That was the Thursday of the Munich Conference. For the issues were still too tremendous to feel any assurance, once the first thrill of Wednesday afternoon's reprieve was past. Assembled at Munich were four men, two of whom represented communities which for years had been loud in denunciation of everything for which the other two—both accustomed to criticism in their own countries and entourage—had stridently championed. Here, not to put a more pessimistic construction on the situation, was perilous material for hope of an agreement. And it was essential that these four men should find within a few hours a solution to a highly complicated question which had baffled the statesmen and publicists of Europe for many angry months, if not for twenty bitter years. If they failed, the whole world would dissolve into Hell on the morrow. Was not the task set to human patience and capacity for conciliation, to say nothing of alertness of intellect and speed of apprehension, too great for the four tired and strained men assembled round the council table at Munich? It still might be that the heroic effort of the British Prime Minister, after all the wasted years of misunderstanding and growing temper and bitterness, would fail at the final stroke of unrelenting doom. And then the guns would wake.

So it was not, perhaps, strange that I who had been more hopeful than most during the preceding

weeks should have gone through the crowded leaden hours of what was to prove Liberation Thursday with an anxious heart. I took my work out into the Park and sat down to write on a seat under the autumnal trees of Rotten Row, little more than a stone's-throw from where men were digging trenches. A week before, when the Prime Minister returned from Godesberg, hopes had proved liars; were they to do so again there would be no reprieve and everything I cared for in the world, I knew, would be almost certainly destroyed. My mood—and it must have been that of many another—was not only that of suspense, but of a certain deliberate steeling of mind and heart against the loss of everything valued. If the worst should befall and the darkness come, one would needs have to bear it. There was comfort alone in full acceptance of that thought, and of the knowledge that men and women of my race had borne as much or more before.

uncharitableness, and even downright falsehood if it is likely to benefit one's own side. I knew that if war came we should have to fight not only against the foe, but against the evil forces that war creates. Neither side—the aggressor nor the injured party—could hope to escape those evil influences. How little we ourselves did so in the last war can be seen in the Peace Treaties we sponsored. That cynical and force-enthroning Prussianism we set out so chivalrously and heroically to destroy, we ended by partially adopting as our own ruling-stick when we had won the victory. We and our allies sincerely declared that we were not fighting to possess ourselves of an acre of enemy soil, yet ended by annexing an empire. And as a result the horrid spectre of naked force which ten million died to exorcise had risen from the grave to which we vainly thought to consign it. Unless ten million more were now to die in vain, we should have, if we again went to war, to dedicate ourselves not only to victory, but to justice and gentleness. And these are virtues which are only practised in time of war with the utmost difficulty, and in the teeth of constant temptation.

"What do we condemn in war?" asked one of the greatest of all the pioneers of the Christian Church. "Is it the fact that men are killed who all, one day, must die? Only cowards would bring this accusation against war. What we condemn is the desire to harm, the implacable will, the fury of reprisals, the passion for dominion."

From all that evil, itself begetting more evil, the world was saved by the plain, heroic virtue of one man. It is only when one forces the mind to look into that abyss from which we have so narrowly escaped, that one realises the magnitude of humanity's debt to Mr. Chamberlain. Under the impetus of events, to which we had all, either in the past or now, contributed, the hang-the-Kaiser mood that doomed us in 1919 to all that we have since suffered

was rising fast, in men of all peoples and all parties. The Prime Minister alone never allowed it to touch him. He went to Munich in the same spirit of faith and charity that he has shown from the very first moment that he entered on his office and began his task of restoring confidence between nation and nation, resolved to think no evil, to allow no harsh word to escape him and, without doing injustice, to see justice done. Where the international lawyers and doctrinaires had failed, he succeeded, and saved the whole fabric of human society from ruin. Where lesser men were allowing the tide of anger and suspicion to sweep them in a flood of rhetoric towards the maelstrom, Mr. Chamberlain, like charity itself, was ready to believe all things, hope all things, and endure all things. His charity, like the passion it supplanted, was infectious. He has his reward in his achievement, and in the love of the common people, all the world over, whom he has redeemed from unspeakable disaster.



SIR WILLIAM MALKIN.



LORD DUNGLASS.



SIR HORACE WILSON.



MR. ASHTON-GWATKIN



MR. WILLIAM STRANG.

THE FOUR-POWER AGREEMENT: FIVE OF THOSE WHO ACCOMPANIED MR. CHAMBERLAIN ON HIS FLIGHT TO MUNICH.

Sir William Malkin has been Legal Adviser to the Foreign Office since 1929. He accompanied the Premier to Bad Godesberg and to Munich. He was called to the Bar (Inner Temple) in 1907. He has been employed in the Foreign Office since 1911.—Lord Dunglass, eldest son of the Earl of Home, is Mr. Chamberlain's Parliamentary Private Secretary. He has been M.P. (U.) for South Lanark since 1931. He was provided with a copy of Herr Hitler's invitation to Munich and it was he who passed it to Sir John Simon, who, in turn, placed it in the Prime Minister's hands, enabling him to bring his speech in the House on September 28 to such a dramatic close.—Sir Horace Wilson has been acting as Mr. Chamberlain's personal adviser and accompanied him to the meetings at Berchtesgaden, Bad Godesberg and Munich. On September 26 Mr. Chamberlain despatched him with a personal communication to Herr Hitler, with whom he had two interviews.—Mr. Ashton-Gwatkin has been a Counsellor at the Foreign Office since 1934. He has been a member of Lord Runciman's mediation mission in Prague. He was attached to the United Kingdom Delegation to the Disarmament Conference at Washington, 1921-22; the Imperial Economic Conference at Ottawa, 1932; and the World Monetary and Economic Conference in London in 1933.—Mr. William Strang, Head of the Central European Department of the Foreign Office, accompanied Mr. Chamberlain on each of his visits to Herr Hitler—at Berchtesgaden, Bad Godesberg and Munich. He entered the Foreign Office in 1919 and, after service at Belgrade, became acting Counsellor of the Embassy at Moscow in 1930 and Counsellor in 1932.—Mr. C. G. L. Syers, one of Mr. Chamberlain's private secretaries, was also a member of the British delegation at Munich. (Photographs by Russell, Art-Photo, Elliott and Fry, P.P.B., and Lafayette.)

Yet there was a more bitter thought. Death and anguish of wounds and destruction of fair things loved, a man might bear these, perhaps even with pride and serenity of spirit. But could he bear the shaming and degrading of all his own moral and intellectual values? For to civilised and thinking man that is the supreme dilemma of modern war. "I understand, Mr. Strachey," said the Chairman of the Military Tribunal before which Lytton Strachey appeared as a conscientious objector, "that you have a conscientious objection to war?" "Oh, no," he replied, "not at all, only to *this* war." It is arguable that a war to end war begun in 1938 would have had far more such critics than that more hopeful war to end war begun in 1914. The curse above all others inherent in twentieth-century warfare is that it entails, as a kind of civic duty, the hatred of fellow-creatures with whom one has no conceivable quarrel. One is enjoined by the unthinking majority and by every organ of public opinion to extol malice,



# "THE TRUE CLIMAX" OF THE EUROPEAN CRISIS: THE MOST

DRAWN BY OUR SPECIAL



"I HAVE NOW BEEN INFORMED BY HERR HITLER THAT HE INVITES ME TO MEET HIM AT MUNICH TO-MORROW MORNING. AND UNEXPECTED ANNOUNCEMENT WHICH REVIVED HOPES

Since the "eve of war" debate in Parliament in 1914, nothing has occurred there so intensely dramatic as the scene when Mr. Chamberlain, during his speech on the European crisis on September 28, unexpectedly received Herr Hitler's invitation to Munich, and announced it to the House. The Prime Minister had reached a point where he said: "Now the story which I have told the House brings me up to last night." Shortly before he uttered those words, Lord Halifax, in the Peers' Gallery, had received some documents, and hurried out. Presently they were brought by Lord Dunsford to Sir John Simon on the Treasury Bench. Sir John attracted the Prime Minister's attention and thrust the papers into his hand. Mr. Chamberlain,

pausing in his speech, studied them silently. Then he continued quietly, but with a new note of eagerness, and presently said: "I have now been informed by Herr Hitler that he invites me to meet him at Munich to-morrow morning. He has also invited Signor Mussolini and M. Daladier. Signor Mussolini has accepted, and I have no doubt M. Daladier will also accept. I need not say what my answer will be." At these words the House rose and broke into a storm of cheers. Expressing the emotion of the moment, Mr. Chamberlain said: "There can be no hon. member who did not feel his heart leap that the crisis has been once more postponed, to give us once more an opportunity to try what reason and good will and discussion will do. . . .

# DRAMATIC SCENE IN THE HOUSE OF COMMONS SINCE 1914.

ARTIST BRYAN DE GRINEAU



HE HAS ALSO INVITED SIGNOR MUSSOLINI AND M. DALADIER": MR. NEVILLE CHAMBERLAIN MAKING HIS MOMENTOUS OF PEACE AND EVOKED INTENSE ENTHUSIASM.

Mr. Speaker, I cannot say any more. I am sure that the House will be ready to release me now to go and see what I can make of this last effort." Then came another great outburst of cheering. On behalf of the Opposition, Mr. Attlee welcomed the Premier's statement, and agreed to an adjournment, which followed shortly. As "The Times" pointed out afterwards, in reference to the arrival of Herr Hitler's invitation: "This was the crucial moment. That peace would follow the Munich negotiations was almost a foregone conclusion once a dictator had made the difficult renunciation of consenting to treat after he had announced his last word. The message so dramatically brought to Mr. Chamberlain in the House of Commons marked the true

climax and ended the threat of war." Queen Mary (not visible in the drawing) was in the Speaker's Gallery, with the Duchess of Kent. The Duke of Kent (shown just to right of the clock) was in the Peers' Gallery next to Lord Baldwin, beyond whom were Lord Halifax and the Archbishop of Canterbury. Behind Mr. Chamberlain, to right, are members of the Cabinet, among whom will be recognised Mr. Ernest Brown, Sir Kingsley Wood, Sir John Simon, Sir Samuel Hoare, and Mr. Hore-Belisha. Behind the last-named is Mr. Churchill, and, next to right, Lord Dunsford. The Speaker is in the extreme left foreground. Facing Mr. Chamberlain across the table are members of the Opposition, seated, with Mr. Attlee third from left.





#### THE CONFERENCE THAT BROUGHT

IN SESSION IN THE FÜHRER'S HOUSE AT MUNICH: MR. CHAMBERLAIN, HERR HITLER, SIGNOR MUSSOLINI,

The first sitting of the Four-Power Conference at Munich began shortly before 1 p.m. on September 29, with Herr von Ribbentrop, the German Foreign Minister, and Count Ciano taking part with the heads of the British, German, Italian and French Governments. At 3 p.m., the statesmen went to their hotels, returning to the



#### PEACE TO WAR-MENACED EUROPE.

COUNT CIANO (SEEN FROM BEHIND), HERR VON RIBBENTROP AND M. DALADIER (LEFT TO RIGHT).

Conference at 4.30. At this sitting the reconciliation of Germany's demands with the British and French ideas of what the Czechoslovak Government could reasonably be asked to accept was undertaken. There was a short interval for dinner, and the last session began at 10 o'clock. The Agreement was signed at 12.30 a.m. (Wide World.)



## A TURNING-POINT IN EUROPEAN HISTORY.

### THE SIGNING OF THE FOUR-POWER AGREEMENT AT MUNICH.

Kingdom, France, Italy and Czechoslovakia. (4) The occupation by stages of the predominantly German territories by German troops will begin on October 1. Four territories marked on an attached map will be occupied by German troops (in stages to be completed by October 7). . . . The remaining territories of predominantly German character will be ascertained by the aforesaid International Commission forthwith and be occupied by German troops by October 10. (5) The International Commission referred to in paragraph 3 will determine the territories in which a plebiscite is to be held. These territories will be occupied by international bodies until the plebiscite has been completed. The same Commission will fix the conditions in which the plebiscite is to be held, taking as a basis the conditions of the Saar plebiscite. The Commission will also fix the date at the end of November on which the plebiscite will be held. (6) The final determination of the frontiers will be carried out by the International Commission. This Commission will also recommend to the four Powers—Germany, the United Kingdom, France and Italy—in certain exceptional circumstances, minor

(Continued below.)



FOR GREAT BRITAIN: MR. NEVILLE CHAMBERLAIN, PRIME MINISTER, SIGNING THE AGREEMENT CONCLUDED WITH GERMANY, FRANCE AND ITALY REGARDING THE SUDETEN TERRITORY IN CZECHOSLOVAKIA.

"Agreement between Germany, Great Britain, France, and Italy, concluded in Munich on September 29, 1938. The conversations which the chiefs of the Governments of Germany, Italy, France and Great Britain began on Thursday noon have found their conclusion in the late evening. The agreements which were reached, and which are laid down in the following documents, have been immediately transmitted to the Czech Government. Germany, the United Kingdom, France and Italy, taking into consideration the settlement already agreed upon in principle concerning the cession of the Sudeten German districts, have agreed on the following conditions and procedure and the measures to be taken, and declare themselves individually held responsible by this agreement for guaranteeing the steps necessary for its fulfilment: (1) The evacuation begins on October 1. (2) The United Kingdom of Great Britain, France and Italy agree that the evacuation of the region shall be completed by October 10, without destruction of any of the existing installations, and that the Czechoslovak Government bear the responsibility for seeing that the evacuation is carried out without damaging the aforesaid installations. (3) The conditions governing the evacuation will be laid down in detail by an International Commission composed of representatives of Germany, the United

(Continued above.)



FOR FRANCE: M. EDOUARD DALADIER, PRIME MINISTER, SIGNING THE AGREEMENT CONCLUDED WITH GERMANY, GREAT BRITAIN AND ITALY; WITH HERR VON RIBBENTROP (RIGHT) LOOKING ON.



FOR ITALY: SIGNOR MUSSOLINI SIGNING THE AGREEMENT CONCLUDED WITH GERMANY, GREAT BRITAIN AND FRANCE FOR THE SETTLEMENT OF THE CZECHOSLOVAK QUESTION—SHOWING HERR VON RIBBENTROP ON THE RIGHT.

The historic document which put an end to the Czechoslovak crisis, and averted the imminent danger of a European war, was concluded in the Führer House at Munich on September 29, but was not actually signed until 12.30 a.m. on the following morning. Here we show the representatives of Great Britain, France and Italy in the act of affixing their signatures, and on page 620 of this number two film photographs of Herr Hitler signing are reproduced. The essential part of the text of the Agreement is also given here. (Photographs by Wide World.)

modifications in the strictly ethnographical determination of the zones which are to be transferred without plebiscite. (7) There will be a right of option into and out of the transferred territories, the option to be exercised within six months of the date of this agreement. A German-Czechoslovak Commission shall determine details of the options, and consider ways of facilitating the transfer of populations and certain questions of principle arising out of the said transfers. (8) The Czechoslovak Government will, within the period of four weeks from the date of this agreement, release from the military and police forces any Sudeten Germans who may wish to be released; and the Czech Government will, within the same period, release Sudeten German prisoners who are serving terms of imprisonment for political offences." An annexe to the agreement states: "His Majesty's Government in the United Kingdom and the French Government have entered into the above agreement on the basis that they stand by the offer contained in Paragraph 6 of the Anglo-French proposals of September 19 in relation to an international guarantee of the new boundaries of the Czechoslovak State against unprovoked aggression. When the question of the Polish and Hungarian minorities in Czechoslovakia has been settled Germany and Italy, for their part, will give a guarantee to Czechoslovakia. The heads of the Governments of the four Powers declare that the problems of the Polish and Hungarian minorities in Czechoslovakia, if not settled within three months by agreement between the respective Governments, shall form the subject of a further meeting of the heads of Governments of the four Powers here present." A supplementary declaration says: "All questions which may arise out of the transfer of the territories shall be considered as coming within the terms of reference of the International Commission."



## POWERS AT MUNICH: LEADERS OF FOUR NATIONS ON A MOST MOMENTOUS DAY.

SIGNOR MUSSOLINI was the first of the visiting statesmen to reach the beleaguered city of Munich. He travelled by train, and was met at Kufstein by Herr Hitler. M. Daladier arrived by air. He was greeted on the aerodrome by Herr von Ribbentrop. The German crowds gave him a very friendly reception. Last of all came Mr. Chamberlain, Herr von Ribbentrop returning again to the aerodrome to meet him. He drove straight to the Führer's House from the aerodrome without stopping for a moment's rest at his hotel. Great scenes of enthusiasm were witnessed [Continued below.]



TOTALITARIAN REPRESENTATIVES; SIGNOR MUSSOLINI AND HERR HITLER; FOLLOWED BY COUNT CIANO, FIELD-MARSHAL GÖRING AND HERR HIMMLER (EXTREME RIGHT). (S. and G.)

LEAVING THE FÜHRER'S HOUSE AT MUNICH AFTER THE SIGNING OF THE AGREEMENT: M. DALADIER AND HERR VON RIBBENTROP; FOLLOWED BY MR. CHAMBERLAIN. (Keystone.)



THE MAP USED AT THE CONFERENCE, WHICH DECIDED THE CZECHOSLOVAK BOUNDARY QUESTIONS, CONVEYED IN A CAR; WITH GENERAL KEITEL, GERMAN CHIEF OF STAFF, SEATED AT THE BACK. (Keystone.)



FRANCE'S REPRESENTATIVE WELCOMED AT MUNICH: M. DALADIER (LEFT) DRIVING FROM THE AIRPORT WITH HERR VON RIBBENTROP, THE GERMAN FOREIGN MINISTER. (Keystone.)



SIGNOR MUSSOLINI STARTING FOR THE CONFERENCE WHICH HE PLAYED SO IMPORTANT A PART IN MAKING POSSIBLE: IL DUCE (IN CIVILIAN DRESS) AND COUNT CIANO IN THE TRAIN AS IT LEFT ROME. (Keystone.)



A SMILING FRANCO-GERMAN GROUP AT MUNICH: DR. SCHMIDT (INTERPRETER), M. DALADIER, BARON VON NEURATH, M. FRANÇOIS-PONCET (FRENCH AMBASSADOR IN BERLIN), AND HERR HITLER (L. TO R.). (Wide World.)

when he appeared, and his suite at the Regina Palast Hotel, where all the British delegates stayed, was filled with flowers. Herr Hitler was waiting on the steps of the Führer's House to greet the Prime Minister when his car drove up. They shook hands and Mr. Chamberlain was seen to make some smiling comment, which Herr von Ribbentrop interpreted. Preliminary conversations

between the four statesmen began at 12.45. These lasted only half an hour. A light luncheon was served, being handed round by S.S. guards dressed as waiters. The main conference began at 4.30. Before the main meeting, there was also a short informal conference between Mr. Chamberlain and M. Daladier in the small salon of the Führer's House.



## BOOKS OF THE DAY.

SINCE the menacing storm-clouds over Europe have rolled away, and the threat of an "intense disturbance" has been removed by the moderating effect of an "anti-cyclone," it may not be inappropriate to discuss a book about the physical science from which that metaphor is drawn, namely, meteorology.

British citizens, apparently, are supposed to know what an anti-cyclone is, just as they are expected to know the law of the land without ever having been taught it. Some unscientific people like myself, however, may be still a trifle hazy about the precise nature of the phenomenon, though familiar enough with allusions to its influence in the causation of bright periods to-morrow. I have just learned a good deal about anti-cyclones—without, indeed, discovering an exact definition thereof (for which I had to consult Mr. Webster)—in a volume which explains and illustrates the origin and prevalence of our weather in a very clear and interesting manner. This excellent work is entitled "THE CLIMATE OF THE BRITISH ISLES." Being an Introductory Study of the Official Records, for Students and General Readers. By E. G. Bilham, Fellow of the Royal Meteorological Society; Superintendent of British Climatology and the British Rainfall Organisation, Meteorological Office, Air Ministry. With 100 Illustrations (Maps, Charts and Diagrams), 63 Climatic Tables, and a Coloured Folding Map of the British Isles showing the local distribution of average annual rainfall (Macmillan; 21s.).

Apart from its importance to aviation and weather-prophecy, Mr. Bilham's book will doubtless be of great value to teachers, to the medical profession, and to all concerned in navigation, agriculture, or various rural industries. Thus, in a section on Valley Climates, he says: "In geographical terminology the word 'valley' may mean anything between a large area of country drained by a river, as, for example, in the expression, 'the Thames Valley,' and a small elongated depression between adjacent hills. In meteorology, when reference is made to conditions 'in a valley,' the term has the latter connotation rather than the former. The valleys we have in mind in this section are, in fact, the bottoms of the depressions between ridges of hills. These low-lying areas in hilly or undulating country show interesting climatic peculiarities. In recent years it has come to be recognised that the climates of valleys and hollows are deserving of special study. Much work of this kind has been done in Austria, and quite recently encouragement has been given to similar research work in this country by the Ministry of Agriculture and Fisheries, stimulated by peculiar features in the distribution of damage to fruit crops during the disastrous frost of May, 1935. We may hope for a considerable increase in our knowledge of this very important branch of climatology during the next few years."

For people to whom climate is mainly a matter of health and amenities, as in the choice of a place of residence, this book also contains much useful information. The author deals, for example, with the difference between town (especially London) and country climate, and the comparative prevalence of sunshine, fog, thunder, and rainfall in various districts. Thus, commenting on a chart of the British Isles showing the annual frequency of thunderstorms, he writes: "The most striking feature . . . is the area covering most of England, in which the frequency of thunder exceeds ten days per year. An additional small area with more than ten days is seen over western Scotland. . . . There are two areas, one in the north of England, the other extending from Essex to south Lincolnshire, with more than fifteen days. Within the latter area a small region has an annual frequency exceeding twenty days. Considerable areas in northern

Scotland, South Wales and South West England have fewer than five days per annum with thunder; the minimum is found in the Shetlands." Later, Mr. Bilham says: "In particular, we have noted a general tendency for the coastal regions to show a relatively small diurnal range of temperature and relative humidity, and a small frequency of thunderstorms and winter fogs." And again: "Speaking generally, the coastal regions are the areas of lowest rainfall in the British Isles."

Here I had intended to turn to another aerial theme—the birds of the air—but the books thereon will have to be reserved for a later occasion by the time I have finished with a volume very appropriate as a prelude to that subject, as will presently be apparent.

Out of Italy have come many things potent to change the course of history, such as the now nascent Roman

In describing his experiences in Palestine, Mr. Raymond gives incidental glimpses of the disturbed conditions there. In his own description of the sacred places, he supplements Mr. Morton's account with a noteworthy addition. "It is a surprise to me," he writes, "that Mr. Morton, in his erudite and reverent book, does not mention the Arch of Ecce Homo and the convent at its side, because the convent holds, for a man faintly distressed and disappointed by much that he has found in Jerusalem, a pure, unspoiled emotion; and had Mr. Morton but known it, while he was passing under the arch, Gabbatha itself, the pavement where Pilate set up his judgment seat, was lying open and visible and waiting to be visited, a fathom below his feet. It is, in my view, the most authentic thing in Jerusalem, and therefore the most moving. That the siting is right, that Pilate's Pretorium was really here, hardly a student will now dispute; and you have but to look at the stones themselves to believe that at last, and in very truth, you are standing in the steps of the Master."

Except to those well-read in Franciscan literature, and acquainted with details of the Poverello's early life, it may be a surprise to learn that St. Francis was at one time fired by military ardour. It was in 1204, and Mr. Raymond draws some comparisons with the events of 1914-15 in England or of 1936 in Italy. "A war fever," he writes, "had been raging in Italy. A real Duce had arisen for Catholic Christendom in the person of Pope Innocent III., and under his leadership the totalitarian state of the Church was resurgent, exultant and aggressive. The enemy was the well-hated German army of the Empire, and the prize the kingdom of Southern Italy, or 'The Two Sicilies,' as they called it then." The Pope found a brilliant general in Duke Walter of Brienne, and Italian chivalry flocked to his standard. There was elation in the piazzas of Assisi. "A young noble organised his own troop of horse. Francis was one of the first to join it; and his next few days were filled with delight as he ordered himself the best equipment that money could buy."

So Francis of Assisi rode out to war among a troop of horsemen. "And at Spoleto," we read, "something happened to him, no one knows what." The suggestion is that he, a shopkeeper's son, suffered some indignity from young nobles among his comrades. At any rate, there was suddenly presented to his mind a choice between two masters. "Walter of Brienne or Christ?" (So Mr. Raymond puts it). "How wonderful to answer, Christ! To give up all—all. Well, it is mostly guesswork, I suppose. What we know for certain is that the next morning he left the troop and rode home to Assisi and to whatever jeers might await him there. . . . I planted myself a little way up the mountain outside Spoleto. I was standing there (if you will understand me) to see Second Lieutenant Francis ride home. And there below me, straight as a taut string, was the road he must have taken, because it was, even in his day, the ancient Flaminian Way. . . . Yesterday, in the midst of his troop, Francis rode along it, a child of the Middle Ages; to-day he was riding back along it, a very lonely cavalier, but the herald of an age that was to be."

Mr. Raymond has not written a conventional biography, nor does he enter into controversies about dates or other details. "My book," he says, "is not an argument, but an effort at an imaginative re-creation of Francesco di Pietro Bernardone. . . . I have made my decision as to which of the disputants seemed to have the better of the argument, and then got on with the tale. In the few cases where the balance between them seemed to swing level, I have deliberately chosen the more dramatically

(Continued on page 660.)



HERR HITLER STUDYING THE TERMS OF THE MUNICH AGREEMENT BEFORE AFFIXING HIS SIGNATURE.



HERR HITLER SIGNING THE MUNICH AGREEMENT BETWEEN GERMANY, GREAT BRITAIN, FRANCE AND ITALY. Herr Hitler has undoubtedly increased his prestige by acceding to the general desire for a peaceful settlement of the Czech question and convening the Four-Power Conference at Munich which reached agreement on September 29. The document was signed at 12.30 a.m. on September 30. Mr. Chamberlain signed for Great Britain, Signor Mussolini for Italy, and M. Daladier for France. On October 1 Herr Hitler returned by special train to Berlin, where he received a tremendous ovation.

(Above Photographs by Courtesy of Gaumont-British News.)

Empire. Spiritually, perhaps, more chastening to our modern imperialistic world is the example and teaching of a humble-minded mediaeval Saint. The drama of his life is evoked, amid the original scenes, in a book of compelling charm and emotional fervour—"IN THE STEPS OF ST. FRANCIS." By Ernest Raymond. With 33 Illustrations (Rich and Cowan; 8s. 6d.). This work belongs to that new literary form in which personal impressions of travel are blended with history or biography—a type made popular especially by H. V. Morton, to whom the present author pays admiring tribute. Mr. Raymond's journey included a visit to Palestine, not, like Mr. Morton's, "In the steps of the Master," but "looking for the Christ that came this way in the heart of an Umbrian friar," for St. Francis of Assisi had wandered there, probably in the year 1220. "No one knows," says Mr. Raymond, "how long Francis stayed in the Holy Land. . . . But there are two things that will hardly admit of dispute: he knelt in the sacred places, and he walked with his dreams in the tracks of his Lord."





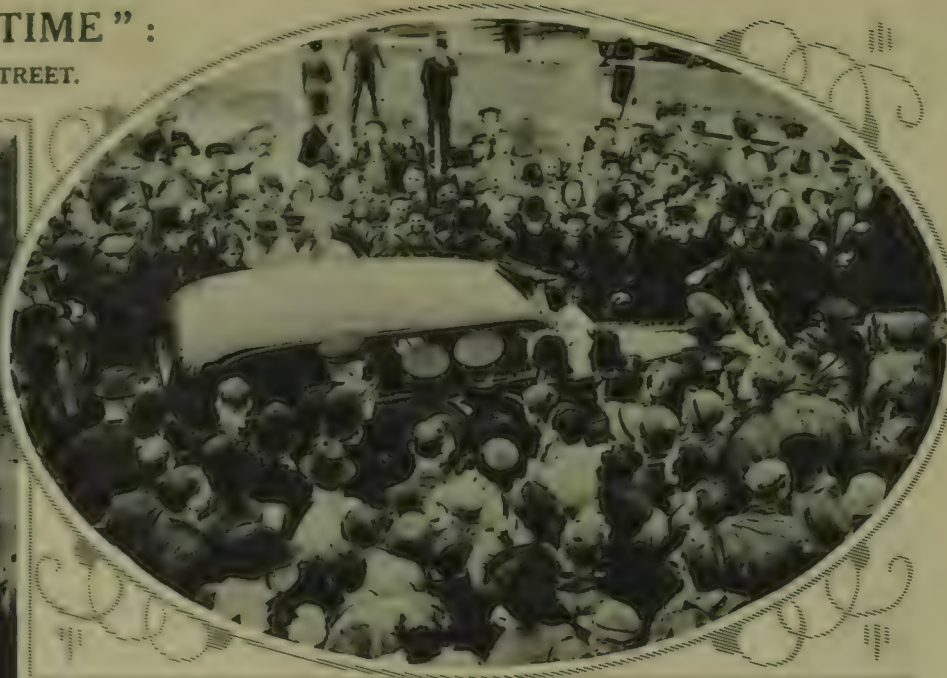
THE MUNICH CONFERENCE: ANOTHER PHASE OF THE MOMENTOUS DISCUSSIONS IN THE FÜHRER'S HOUSE, SHOWING SIGNOR MUSSOLINI, HERR HITLER, FIELD-MARSHAL GÖRING, DR. SCHMIDT (INTERPRETER), AND MR. CHAMBERLAIN (LEFT TO RIGHT).

In his speech in Parliament on October 3, Mr. Chamberlain, speaking of the proceedings at Munich, paid a tribute to the attitude of Signor Mussolini and of his Foreign Minister, Count Ciano, at the meetings there. He said they were most helpful, and it was they who very early in the proceedings produced a memorandum which he and M. Daladier were able to accept as a basis of discussion. M. Daladier (Mr. Chamberlain said) had in some respects the most difficult task of all at Munich, but his courage and his unfailing good humour were invaluable throughout the conference. (Photograph by Hoffmann.)



# "I BELIEVE IT IS PEACE FOR OUR TIME":

## MR. CHAMBERLAIN'S RETURN—HESTON AND DOWNING STREET.



MR. CHAMBERLAIN LEAVES HESTON AIRPORT FOR BUCKINGHAM PALACE: THE PRIME MINISTER'S CAR MAKING SLOW PROGRESS THROUGH THE DENSE AND CHEERING CROWD, WHILE POLICEMEN CLEAR THE WAY. (Graphic Photo. Union.)

ABOVE: THE PRIME MINISTER WELCOMED BY CABINET COLLEAGUES ON LANDING AT HESTON AIRPORT: MR. CHAMBERLAIN SHAKING HANDS WITH MR. HORE-BELISHA; SHOWING (IN RIGHT FOREGROUND) LORD HALIFAX. (Keystone.)



RIGHT: THE FIRST TO GREET THE PRIME MINISTER AS HE STEPPED FROM THE AIRPLANE: THE LORD CHAMBERLAIN (LORD CLARENDON) DELIVERS TO HIM A MESSAGE FROM THE KING. (Associated Press.)



HOLDING THE DECLARATION (REPRODUCED BELOW) BEARING HIS OWN AND HERR HITLER'S SIGNATURES: MR. CHAMBERLAIN ADDRESSING THE CROWD AT HESTON. (Central Press.)



"I RECOMMEND YOU TO GO HOME AND SLEEP QUIETLY IN YOUR BEDS": MR. CHAMBERLAIN, LOOKING OUT FROM AN UPPER WINDOW OF NO. 10, WITH HIS WIFE, SPEAKING TO AN EXCITED CROWD IN DOWNING STREET. (Topical.)

We, the German Führer and Chancellor and the British Prime Minister, have had a further meeting today and are agreed in recognising that the question of Anglo-German relations is of the first importance for the two countries and for Europe.

We regard the agreement signed last night and the Anglo-German Naval Agreement as symbolic of the desire of our two peoples never to go to war with one another again.

We are resolved that the method of consultation shall be the method adopted to deal with any other questions that may concern our two countries, and we are determined to continue our efforts to remove possible sources of difference and thus to contribute to assure the peace of Europe.

*W. Churchill*

*Neville Chamberlain*

September 30, 1938.

"I HAD ANOTHER TALK WITH HERR HITLER, AND HERE IS A PAPER WHICH BEARS HIS NAME AS WELL AS MINE": THE DOCUMENT MR. CHAMBERLAIN READ AT HESTON. (Topical.)

Directly Mr. Chamberlain alighted at Heston on September 30, on his return from Munich, the Lord Chamberlain handed him a letter from the King. After being greeted by his colleagues and foreign representatives, the Premier made a short speech at a microphone. "The settlement of the Czechoslovak problem [he said] is, in my view, only a prelude to a larger settlement in which all Europe may find peace." He then read the joint declaration signed by Herr Hitler and

himself. All the way to Buckingham Palace and back to Downing Street, Mr. Chamberlain received a great ovation from surging crowds. Eventually, from an upper window at No. 10, he said: "This is the second time in our history that there has come back from Germany to Downing Street peace with honour. I believe it is peace for our time. . . . And now I recommend you to go home and sleep quietly in your beds."



## AFTER MUNICH: LONDON'S HEARTFELT WELCOME TO MR. CHAMBERLAIN.



THANKS FOR BOTH THE AGREEMENT AND THE ANGLO-GERMAN DECLARATION: CROWDS CHEERING OUTSIDE BUCKINGHAM PALACE AFTER MR. CHAMBERLAIN'S RETURN. (A.P.)



WHEN PEOPLE JUMPED ON THE RUNNING-BOARDS OF HIS CAR AND "FOR HE'S A JOLLY GOOD FELLOW" WAS SUNG: MR. CHAMBERLAIN GREETED ENTHUSIASTICALLY ON HIS RETURN TO DOWNING STREET. (Central Press.)

The exuberance of the crowds that gathered to welcome Mr. Chamberlain back to London after the signing of the Munich Agreement and the Anglo-German Declaration was tumultuous. Even the heavy, depressing rain failed to check the expression of public emotion. At Heston, where his aeroplane landed, there was cheering and singing, and women pressed forward to pat him on the back. The scene outside Buckingham Palace is also illustrated on another page. Here the

crowds spontaneously began to sing the National Anthem, and later "For He's a Jolly Good Fellow." Mr. Chamberlain's car was again held up by the people as he left the Palace in the evening, and as it made its way to Downing Street people were tapping on the windows and riding on the running-board. Occasionally, a section of the crowd struck up "For He's a Jolly Good Fellow," "O God, Our Help," "Rule Britannia," or "Land of Hope and Glory."



## ON THE BALCONY ON "PEACE NIGHT":

THEIR MAJESTIES AND MR. AND MRS. CHAMBERLAIN.



APPEARING ON THE BALCONY AT BUCKINGHAM PALACE IN RESPONSE TO SHOUTS OF "WE WANT CHAMBERLAIN!": THE PRIME MINISTER AND MRS. CHAMBERLAIN WITH THE KING AND QUEEN—A SMILING GROUP. (Topical.)



STANDING IN THE GLARE OF A SEARCHLIGHT MOUNTED ON AN AUXILIARY FIRE BRIGADE TENDER: THE KING AND QUEEN DISCUSS THE EXTRAORDINARY SCENE OF ENTHUSIASM WITH MR. AND MRS. CHAMBERLAIN. (Fox.)



PROBABLY THE FIRST COMMONER TO APPEAR ON THE BALCONY AT BUCKINGHAM PALACE TO BE ACCLAIMED BY A VAST CROWD: THE PRIME MINISTER WITH MRS. CHAMBERLAIN AND THE KING AND QUEEN. (Fox.)



THE PRIME MINISTER RECEIVES THE PEOPLE'S THANKS FOR HIS EFFORTS IN OBTAINING PEACE: MR. CHAMBERLAIN ENJOYING A JOKE WITH THE KING AND MRS. CHAMBERLAIN ON THE PALACE BALCONY. (A.P.)



THE CULMINATING POINT OF MR. CHAMBERLAIN'S TRIUMPHANT RETURN FROM MUNICH: THE PRIME MINISTER AND THE QUEEN WAVING TO THE CHEERING CROWD WHICH HAD ASSEMBLED OUTSIDE BUCKINGHAM PALACE. (A.P.)



EMPHASISING A POINT WITH A CHARACTERISTIC GESTURE OF THE HANDS: THE PRIME MINISTER IN DISCUSSION WITH THE QUEEN DURING THE FIVE MINUTES IN WHICH HE STOOD ON THE PALACE BALCONY. (A.P.)

On our front page is a photograph showing the scene outside Buckingham Palace when the Prime Minister, accompanied by Mrs. Chamberlain, appeared on the balcony for five minutes with the King and Queen on his return from Munich. Here we give closer views of their Majesties and Mr. Chamberlain and his wife on that memorable occasion. Before leaving London with the Queen, on October 2, for Balmoral to resume his interrupted holiday, the King issued a

message from Buckingham Palace in which he said: "I would like now to thank the men and women of this country for their calm resolve during these critical days, and for the readiness with which they responded to the different calls made upon them. After the magnificent efforts of the Prime Minister in the cause of peace, it is my fervent hope that a new era of friendship and prosperity may be dawning among the peoples of the world."



# M. DALADIER'S RETURN TO PARIS: THE PREMIER'S TRIUMPHAL DRIVE.



"VIVE LA PAIX!": M. DALADIER STANDING IN HIS CAR AS HE LEFT LE BOURGET AIRPORT ON HIS RETURN FROM MUNICH TO RECEIVE THE ACCLAMATIONS OF A CROWD WHO WERE OVERJOYED AT THE NEWS THAT THE CLOUDS OF WAR HAD LIFTED. (Planet.)



M. DALADIER'S TRIUMPHAL DRIVE THROUGH THE STREETS OF PARIS TO THE WAR MINISTRY ON HIS RETURN FROM MUNICH: THE FRENCH PREMIER ACKNOWLEDGING THE CHEERS OF AN ENTHUSIASTIC CROWD WHICH LINED THE ROUTE AND, AT TIMES, FORCED THE CAR PRACTICALLY TO A STANDSTILL. (Keystone.)

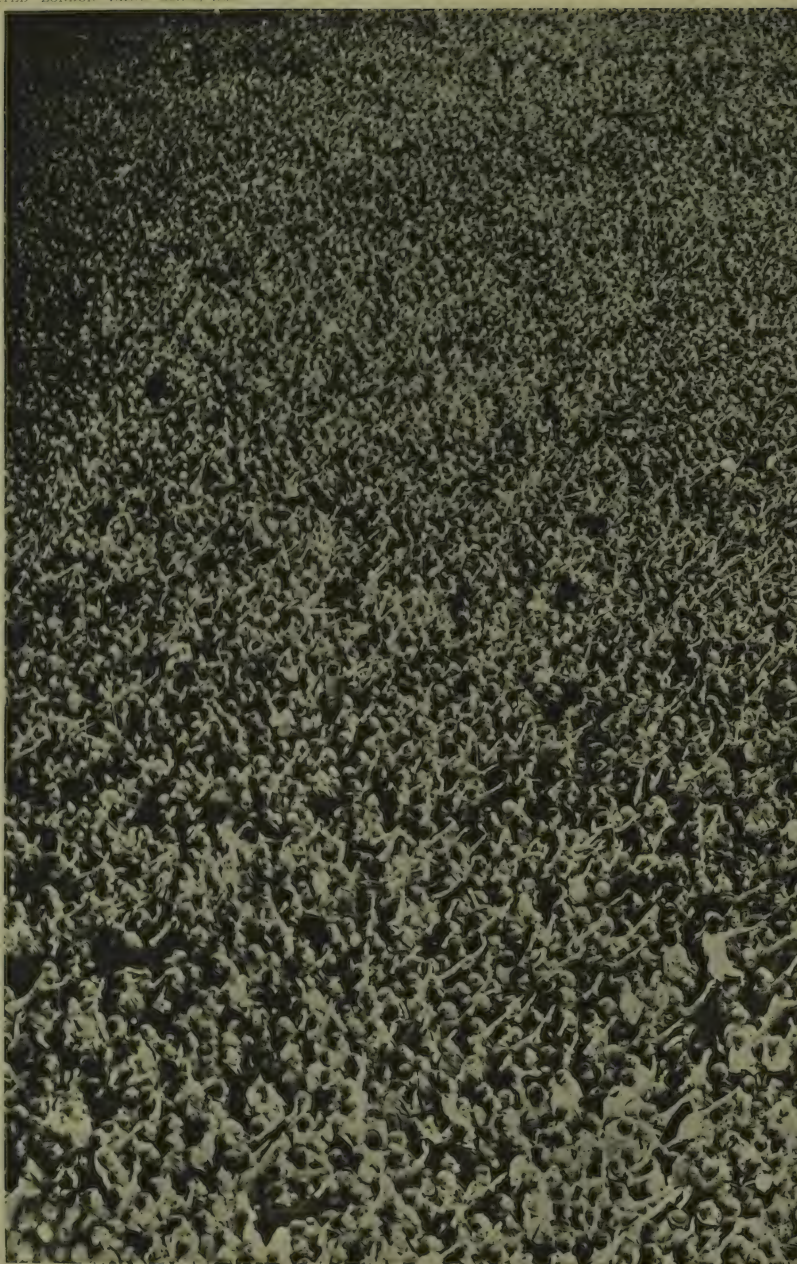
M. Daladier's arrival at Le Bourget airport from Munich on September 30 was an occasion for a demonstration which showed that, though Paris had faced the crisis with courage, there was universal relief that agreement had been reached and that France would not be required to implement her pact with Czechoslovakia. Shouting

"Vive Daladier!" and "Vive la paix!" the crowd broke the police cordon at the aerodrome and surrounded the Premier. Eventually, he was able to enter his car and began a triumphal drive through Paris to the War Ministry along a route lined by excited men and women cheering and waving to him.



THE greatest and most welcome-lauded occasion that Herr Hitler has ever returned from: the German people have seen him in his prime, he returned to Berlin on October 1 from Munich, after having signed the Agreement and the Anglo-German Declaration. Coupled with the fact that the Führer had obtained the Sudeten areas of Czechoslovakia for the Reich was the feeling of tremendous relief that the tension of the previous days had passed and that peace was assured. The Leader arrived at the Alhambra Station, where the German Führer had actually returned home, and was greeted first by Field-Marshal Goring and then by Frau Goebbels. After receiving bouquets from two little Sudeten girls, he entered his car and drove slowly to the Reich Chancellery. The streets were lined by a crowd of not less than a million people, and were decorated with swastika flags. As the car passed along the route, church bells rang a jubilant peal and the crowd waved German, Italian, French and British flags in honour of the Führer who had reached a peaceful agreement at Munich. On arrival at the Reich Chancellery, Herr Hitler was greeted by a group of Sudeten Germans in their picturesque festive costumes. He then stepped out on to the balcony with Field-Marshal Goring, Dr. Goebbels and Frau Goebbels. His appearance caused the crowd to sing, spontaneously, the German national anthem and the Horst Wessel song, and it was some time before it dispersed. Later, there was an official reception in the hall of the Chancellery.

Reception.



THE GERMAN PEOPLE ACCLAIM THE PEACEFUL SOLUTION OF THE SUDETEN PROBLEM, THAT WELCOMED HERR HITLER



EXPRESSING THEIR RELIEF BY SALUTES AND CHEERS: A SECTION OF THE IMMENSE CROWD ON HIS RETURN TO BERLIN.



## SIGNOR MUSSOLINI'S RETURN TO ROME: AN UNPRECEDENTED OVATION.



THE GREATEST AND MOST SPONTANEOUS WELCOME EVER GIVEN TO THE DUCE BY THE ITALIAN PEOPLE: THE VAST CROWD IN THE PIAZZA BEFORE THE PALAZZO VENEZIA (RIGHT), SHOWING THE BALCONY, WITH FASCIST SYMBOLS, ON WHICH HE SAID: "AT MUNICH WE WORKED FOR PEACE BASED ON JUSTICE." (L.N.A.)



A ROYAL GREETING FOR THE DUCE WHILE HIS TRAIN HALTED AT FLORENCE: SIGNOR MUSSOLINI CHATTING WITH KING VICTOR, WHO HAD MOTORED FROM SAN ROSSORE TO OFFER HIS PERSONAL CONGRATULATIONS. (Keystone.)

After attending the Four-Power Conference at Munich, in bringing about which he had taken an important part in response to Mr. Chamberlain's appeal, Signor Mussolini travelled back to Italy by special train, and all along the line the people flocked to greet him with tumultuous enthusiasm. At Florence, where the train stopped for ten minutes, the Duce was congratulated by the King of Italy, who had driven over for the purpose from his summer residence at San Rossore. In Rome the whole Cabinet, the Fascist Party leaders, and many foreign diplomats, including Lord Perth, the British Ambassador, and Mr. Phillips, the Ambassador of the United



STANDING IN HIS CAR TO ACKNOWLEDGE THE WARMEST ACCLAMATIONS SINCE HIS RÉGIME BEGAN: SIGNOR MUSSOLINI, FRESH FROM TAKING A PROMINENT PART IN CONCLUDING THE MUNICH AGREEMENT, DRIVING FROM THE STATION TO THE PALAZZO VENEZIA. (Associated Press.)

States, were waiting to receive Signor Mussolini, and as he drove to the Palazzo Venezia the population gave him an ovation unprecedented for its fervour and spontaneity. In response to cheers he appeared repeatedly on the balcony. In a short speech he said: "Comrades, you have been living through memorable hours. At Munich we worked for peace based on justice. Is not this the ideal of the Italian people?" The vast crowd below roared "Yes." Many banners were carried, and just below the Duce's balcony there was a Red Ensign waved by a group of English, Scottish and Irish Catholics on a pilgrimage to Rome.



## GERMANY OCCUPYING THE FIRST OF THE FOUR CZECHOSLOVAK ZONES.



THE GERMAN OCCUPATION OF THE FIRST OF THE CZECHOSLOVAK FRONTIER ZONES DESIGNATED BY THE MUNICH PACT: AN ADVANCE GUARD ON THE ALERT AT WALDHAUSEL.



THE ENTRY INTO THE FIRST ZONE ON THE SOUTH-WESTERN FRONTIER OF BOHEMIA: THE BARRIER RAISED AS GERMAN INFANTRY MARCH IN, COMPLETELY EQUIPPED FOR FIELD SERVICE.

At 2 p.m. on October 1 German troops began to march into the first of the four special zones on the Czechoslovak frontier which were to be first occupied under the Munich agreement. This lies on the southern frontier of Bohemia, north of Linz. The troops were commanded in this sector by General Ritter

von Leeb, and included infantry, motorised detachments, and artillery. The men were fully equipped for field service. They were, of course, in excellent spirits, often appearing with roses, dahlias and chrysanthemums stuck in their tunics by enthusiastic villagers. (Keystone.)



# GERMAN TROOPS CROSS THE FRONTIER : IN NORTH AND SOUTH BOHEMIA.



GERMAN TROOPS ENTER THE SECOND ZONE OF OCCUPATION—IN NORTHERN BOHEMIA: THE CROWD WELCOMING BEFLOWERED, GOOSE-STEPPING INFANTRY AT RUMBURG. (Keystone.)



IN THE FIRST ZONE OF OCCUPATION: A WELCOME FOR THE GERMANS FROM FRONTIER PEASANTRY NEAR WALDHÄUSEL, THE FRONTIER BARRIER HAVING BEEN THROWN DOWN (FOREGROUND). (S. and G.)

German troops entered the second Czechoslovak frontier zone (in the north of Bohemia) on October 2. The occupation took place peacefully and without incident. The units commanded by General von Bock crossed the frontier at 1 p.m. at Rumburg and Friedland. As was the case with the first zone, the troops did not penetrate deeply into the area. The Czechoslovak troops retired in good order, preceded by swarms of refugees—Czechs, Social-Democrats and

Jews—who took with them what belongings they could. At Tetschen (North Bohemia) the town was apparently left in the hands of the Sudeten German police and *Freikorps* authorities, who organised the reception of the German troops. But, according to the accounts of British observers, many of the inhabitants were bewildered, having supported the Sudeten movement with a view to obtaining local autonomy and not annexation by Germany.



## GERMANY OCCUPIES CZECH FRONTIER AREAS: IN NORTH BOHEMIA.



THE ENTRY OF GERMAN TROOPS INTO SUDETENLAND: THE MARCH INTO FRIEDLAND, WITH BANDS PLAYING, FLAGS FLYING, AND CROWDS SALUTING; A SCENE TYPICAL OF MANY.

According to Reuter, General von Bock led the march into the second occupation zone, accompanied by his nine-year-old son dressed in a sailor suit and béret. The units he commanded included infantry with motorised anti-aircraft guns. Sappers blew up fir-trees which blocked the road at some points on the frontier. The German

guns were wreathed in flowers at Friedland, and lorries piled high with bouquets. This second zone of occupation included some important industrial districts, particularly round the large town of Reichenberg. This has been the centre of a cloth industry for centuries, and is also a marketing-centre for cotton goods. (Keystone.)



# HERR HITLER IN SUDETENLAND: WELCOMED IN HIS NEW TERRITORIES.



HERR HITLER ENTERS SUDETENLAND AT WILDENAU; WHILE HERR HENLEIN, NOW COMMISSIONER FOR THE SUDETEN AREAS, WALKS BESIDE HIS CAR (LEFT).



HERR HITLER WELCOMED AT ASCH, A BORDER TOWN RECENTLY THE SCENE OF MANY INCIDENTS: GUARDED STREETS LINED BY ENTHUSIASTIC NAZI SUPPORTERS.

German troops began to enter the third area of occupation (North-Western Bohemia) on October 3. Later, Herr Hitler entered the new German territory near Asch. The streets were carefully guarded. He arrived at Eger at about 1 p.m. and stood up to acknowledge the cheers of the crowd. He was formally

welcomed at the Town Hall, and a few minutes afterwards, accompanied by Herr Henlein, newly appointed Commissioner for the Sudeten German territory, mounted the tribune and made a short speech. On the next day he went to Carlsbad. (Photographs by Sport and General, and Keystone.)





RIVAL WAR-CRAFT OF TWO ELEMENTS:  
A TORPEDO-CARRYING BOMBER FLYING ABOVE A SUBMARINE.

Among the new types of fighting-craft which the twentieth century has introduced, the aeroplane and the submarine have undergone, perhaps, the most remarkable developments. The torpedo-carrying bomber and the submarine may be considered rivals, inasmuch as both use the same weapon, though the modern submarine also

carries a considerable armament in guns. This photograph, which represents the picturesque side of warlike activity, shows in striking juxtaposition examples of the two types engaged in practice operations, respectively, in the air above and in the waters beneath. (Central Press Photos, Ltd.)





## THE WORLD OF SCIENCE.



### EVOLUTION AND ENVIRONMENT.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

I HAVE been striving, for some time past, to discover precisely what is meant by the phrase "the Animal and its Environment," which I find, again and again, in the text-books written—many of them—by eminent biologists. In all such cases it is either implied, or emphatically stated, that all the different types of animals, fossil and recent, have acquired their several shapes or have been "moulded" by their "environment." Sometimes, we are given to understand, this "moulding force" has expended itself only on certain parts of the body and not the whole animal. This conception, I venture to suggest, has come about by a confusion of thought—where it is not made to serve as a convenient escape from an attempt to evade careful analysis.

Let me take a few concrete examples to show what I am driving at. When at sea, in the course of a morning one may have the good fortune to watch the movements of a "school" of porpoises, a "finner-whale," and a shark, as well as cormorants, guillemots, and divers. Now, these are all in the same "environment," but they show very striking external differences, such as certainly cannot be attributed to this supposedly all-powerful agency. In a country walk one may see, within an hour, a woodpecker running up a tree-trunk, a heron wading in the water, and a swallow or a sand-martin and a dragonfly dashing over the water. Are we to say here, the "environment" of these several birds and the dragonfly is a tree-trunk, a pond, and the upper air? One might say, and quite justly, that in living for the moment amid such delightful manifestations of life, the environment was restful or inspiring, for here we should be using the word in its legitimate sense, and not as a physical "moulding force."

The general forms of these several living bodies and their structural peculiarities have been determined, not by "environment," but by the relative expenditure of energy in the pursuit of food. The porpoise and the finner-whale and the shark all agree in having a cylindrical, streamlined body moulded to this form in response to the stresses and strains engendered by rapid forward movements through the water. But they show some important differences. The porpoise and the whale have developed a "tail-fin" which is placed horizontally; that of the shark is vertical—not because of their "environment," but because the two first-named animals are lung-breathers, and their "tail-flukes" have to drive the body upwards for air and downwards for food. The shark, being a gill-breather, has no need to come to the surface for air. The jaws of the porpoise are armed with teeth. It feeds on fishes, caught one at a time. The finner-whale takes its food in bulk, a thousand herrings at a time, or a boat-load of minute crustacea. And here the teeth have vanished, and in place of them the jaws have developed hundreds of plates of "whalebone," running along each side of the upper jaw, to prevent the food being driven out of the mouth when the huge tongue is used to squeeze this food against the roof of the mouth while the water is driven out between the closely-packed plates of whalebone. Here, then, surely, it is not the "environment" which has shaped their bodies, but the pursuit and capture of food. The same is true of the land-dwellers that I have cited.

And now let me carry this analysis a stage further by the aid of some small and little-known marsupials, the bandicoots (Fig. 1), which, just now, I happen to be interested in. The marsupials, I should remark, form a group of primitive types of animals related on the one hand to what are known as the "placental" mammals, and on the other to those much more primitive types, the egg-laying echidnas and the

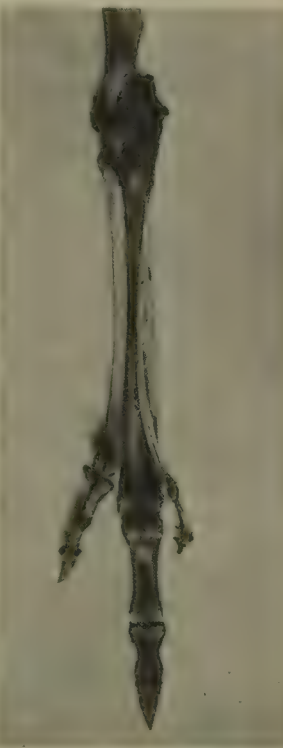
platypus. These bandicoots are near relations of the opossum tribe, a relationship based not on external appearance, but on anatomical grounds. In them, as in the opossums, the pouch opens backwards and not headwards, as in the more distantly related kangaroos, which, as is well known, carry their young in this cradle until they are too big to get in and out of it. In these smaller creatures, however, they



1. SHOWING THE HIND-FOOT IN ITS MORE PRIMITIVE STAGE: THE LONG-NOSED BANDICOOT (*PERAMYS NASUTA*), ONE OF THE MARSUPIALS AND ALLIED TO THE OPOSSUMS AND KANGAROOS. In the other bandicoots the hind-foot shows various stages of lengthening, which attains its maximum in the pig-footed bandicoot (*Charopus*). (Photograph by F. Martin Duncan, F.Z.S.)

are soon transferred from the pouch to a nest.

There are many species of bandicoots, which are confined to Australia, New Guinea and the adjacent islands, and Tasmania. For the most part they are insectivorous, but they also relish worms, as well as bulbs, berries and roots. All are ground-dwellers, and obtain much of their



3. REVEALING THE LONG, SLENDER SHAFTS OF THE SECOND AND THIRD TOES: THE SKELETON OF THE LEFT HIND-FOOT OF THE KANGAROO.

In the skeleton-foot of the kangaroo the long slender shafts of the second and third toes are revealed. In the living animal only the claws are seen, giving the appearance of a single toe with two claws. The hind-foot of the pig-footed bandicoot is similar to that of the kangaroo, in miniature.

The feet of these creatures, however, afford by far the most important evidence on the part supposed to be played by "environment" in relation to structure. For on the fore-limb the toes have become reduced to three only; while of the hind-feet, the second and third toes are exceedingly slender, and tightly bound together, so that only the claws remain separate, a peculiarity found in the kangaroos. We find this surprising state of affairs in a still more exaggerated form in the pig-footed bandicoot (*Charopus*). Of the fore-feet, only the second and third toes remain, their shafts fused together after the manner of the "cannon-bone" of the horse and the ox. Of the first and fourth, only vestiges remain. Of the hind-toes, only one—the fourth—remains, and here also its supporting bone takes the form of a "cannon-bone." The second and third toes, as in the fore-limb, have degenerated into long, very slender rods running down the cannon-bone and terminating in two small joints, the last bearing a claw. Externally, as in the fore-foot, only the claws can be seen.

These peculiarities are striking. But they become still more so when the foot is compared with that of a kangaroo, wherein the same degeneration of the second and third toes is found (Fig. 2); and here also the existence of these two is proclaimed only by the presence of the two claws, giving the foot of the living animal the appearance of having the innermost toe provided with two claws. But the fifth digit in the kangaroo is less degenerate than in the bandicoots.

We must regard the vestigial toes as due to the intensive use of the functional toes, which sapped their vitality by reducing their blood-supply. We certainly cannot attribute these peculiarities to the



2. THE KANGAROO: A PHOTOGRAPH SHOWING THE INNER SIDE OF THE HIND-LEG AND THE VESTIGES OF THE SECOND AND THIRD TOES.

The second and third toes are closely bound together in the living animal, leaving only two claws exposed. The outer and fifth toe is now too small to be functional.

Photograph by E. Padder

food by burrowing. This burrowing habit is particularly interesting in relation to what I have said about "environment." For, as in our common rabbit, there are no external signs of this activity in the living animal—because burrowing is no more than an incidental, and not an intensive, activity. And, as in the rabbit, the hind- are longer than the fore-legs.

"environment." The effects of persistent and intensive use of any organ is always accompanied by a responsive change in its form, harmonising with the stresses and strains it has had to bear. And this is illustrated where animals not even remotely related come to present close resemblances in the organ affected. This is demonstrated by comparing the hind-limb of the kangaroo with that of the jerboas and the jumping-hare. For, in all, the hind-limb has become modified in conformity with its use as a leaping organ. But differences in the inherent qualities of the tissues in these two groups seem to be shown by the fact that in the kangaroos and bandicoots the toes whose functions have ceased lie both on the same side of the shaft of the functional toe, while in these rodents they are found one on each side. The "environment" of the kangaroos in Australia and the jerboas in Africa cannot, I venture to think, be very similar!



## THE FOUR GREAT POWERS' MEETING AT MUNICH: FRANCE.



Do not cut along this edge, but unfold the Panorama overleaf.

M. EDOUARD DALADIER, THE FRENCH PRIME MINISTER AND ALSO MINISTER OF NATIONAL DEFENCE AND OF WAR, INSPECTING A GERMAN GUARD OF HONOUR ON HIS ARRIVAL AT MUNICH.

M. Daladier travelled to Munich by air. He left Le Bourget aerodrome at 8.45 a.m. on September 29, accompanied by M. Clappier, his principal private secretary, M. Leger, Permanent Secretary of the Quai d'Orsay, and M. Rochat, Director of European Affairs. Several of his colleagues in the French Cabinet went with him to the aerodrome to see him off. The German Chargé d'Affaires in Paris, Herr Brauer, gave him a particularly cordial handshake and wished him

a successful trip. M. Daladier landed at Munich shortly before Mr. Chamberlain, and had a friendly reception from the crowd as he stepped from his aeroplane, looking somewhat tired. He was welcomed by Herr von Ribbentrop, the German Foreign Minister, who took him to the Führer's House. After the four-Power Agreement had been signed that night, the talks continued for an hour, and M. Daladier did not leave the Führer's House till 1.30 a.m. (*Planet News*.)



## THE FOUR GREAT POWERS' MEETING AT MUNICH: GREAT BRITAIN.



MR. CHAMBERLAIN ARRIVING IN MUNICH FOR THE SUCCESSFUL FOUR-POWER CONFERENCE WHICH HE, MORE THAN ANYONE, HAD MADE POSSIBLE: WELCOMED BY HERR VON RIBBENTROP AND A GUARD OF HONOUR.

Mr. Chamberlain left Heston airport for the Munich conference early on the morning of September 29. The wonderful send-off given him by other members of the Cabinet is illustrated on page 609. Before leaving, he expressed his hopes of the success of this final effort, saying: "When I was a little boy I used to say: 'If at first you don't succeed, try, try, try again.'" His aeroplane, the first of two conveying the British party to Munich, left at 8.35. To facilitate

the Prime Minister's journey, special permission was given for the machine to fly over prohibited areas on the German frontier. Mr. Chamberlain was the last of the four statesmen to arrive at Munich, getting there at 11.50 a.m. He was met by Herr von Ribbentrop, and a great crowd gave him a tremendous welcome; with heartfelt shouts of "Heil!", and "Chamberlain!" As he passed before the guard of honour, the band played "God Save the King." (*Press Topics*.)



## THE FOUR GREAT POWERS' MEETING AT MUNICH: GERMANY AND ITALY.



THE DUCE AND THE FÜHRER TOGETHER BEFORE THE OTHERS ARRIVED: SIGNOR MUSSOLINI WITH HERR HITLER, WHO MET HIM AT KUFSTEIN AND ACCOMPANIED HIM TO MUNICH—ON THE EXTREME LEFT, FIELD-MARSHAL GÖRING.

Signor Mussolini was the first of the visiting statesmen to reach Munich for the four-Power conference, on September 29. He came by train, accompanied by Count Ciano, and was welcomed by Herr Hitler at Kufstein, on the former German-Austrian frontier. Thence the Duce and the Führer travelled to Munich together, and they received a great ovation when they entered the Station Square to inspect a guard of honour. Signor Mussolini wore the uniform of

Corporal of the Fascist Militia, while Herr Hitler was in his usual brown uniform. They had opportunities for a long private discussion before the arrival of Mr. Chamberlain and M. Daladier. It was reported that, at the conference itself, the Duce took a prominent part in the proceedings, but nothing official has been stated, at the time of writing, as to the respective contributions of the four statesmen to the conversations. (*Sport and General.*)





# FIGHTING SHIPS OF THE GREAT POWERS. VI.—THE BRITISH NAVY, WHICH WAS MOBILISED AS A PRECAUTIONARY MEASURE ON SEPTEMBER 28—ITS PRESENT ACTIVE STRENGTH; WITH VESSELS OF THE OTHER NAVIES OF THE BRITISH COMMONWEALTH.

At a Privy Council held in Buckingham Palace on September 28, H.M. the King signed proclamations calling up all the reserves of officers and men of the Royal Navy and the Marine Forces. The Navy thus mobilised is very different from that of 1914, whose alert sailing to its war stations was one of the most important events in our history—since it ensured that British sea-power should be brought into full play without delay. Advances in naval construction have given individual vessels of each category greatly increased offensive

and defensive powers. Over all now hangs the question of air action, which was to all intents and purposes non-existent for the 1914 fleet. To give the Fleet offensive air power is a function of the aircraft-carriers, with their bombers and torpedo-carrying machines. The Navy at the moment possesses six of these vessels; one of them, the 'Argus', a mother ship for wireless-controlled aircraft. Another, the 'Ark Royal', is just completing. The value of the aeroplane as a scouting unit of the Fleet is shown to be recognised by the

provision of aircraft in practically all capital ships and larger cruisers. Some of the reconstructed capital ships—for example, the 'Warspite'—carry as many as four machines in a special hangar. As regards defensive power against aircraft, British naval designers have been allotting more and more tonnage of recent years to anti-aircraft armament and horizontal armour designed to protect ships from the effect of bombs. In the new cruisers of the 'Newcastle' class there are eight four-inch A.A. guns, besides two multiple

pom-poms capable of delivering a terrific volume of fire against aeroplanes attacking from closer quarters. In addition, the 6 in. guns of the main armament of these cruisers are stated to have a maximum elevation of 60 degrees. The Navy also has two 'floating anti-aircraft batteries'—the cruisers 'Coventry' and 'Curlew'. Other cruisers are being converted for this purpose. In the above drawing, only the ships in existence are given (those completing or under reconstruction being omitted), the object being to show the Navy as it actually is.

Specially Drawn for "The Illustrated London News" by Dr. Oscar Parkes, O.B.E.

N.B.—Presentation Plate, Mr. Neville Chamberlain, inserted here.



## THE FOUR GREAT POWERS' MEETING AT MUNICH: THE FÜHRER'S HOUSE.



WHERE THE MUNICH CONFERENCE WAS HELD: THE UNION JACK AND THE TRICOLOUR DISPLAYED IN WELCOME—  
A DECORATED PORTICO OF THE FÜHRER'S HOUSE OF THE NAZI PARTY.

The epoch-making conference of the four Powers at Munich was held in the Führer's House of the National-Socialist Party, one of the new buildings in the "German style" which Herr Hitler has had erected on the Königsplatz. It flanks the Temple of Honour containing the tombs of the men killed in the *Putsch* of 1923; and it has but one office—that of the Führer—the rest of the

building being given over to reception and banqueting rooms. The whole structure is conceived in a style of massive simplicity. Near either end of the façade is a large portico, approached by a flight of steps. Above each of the porticos is a huge eagle, 8 ft. high, surmounting the Nazi badge. Marble pillars and fine panelling are the main features of the interior decoration. (*Planet*.)



# The World of the Theatre.

By IVOR BROWN.

## MATTERS OF APPEARANCE.

A NEW management, the London Mask Theatre, singled out for its first production Shakespeare's "Troilus and Cressida." There was a horrid appropriateness about such a production in September of 1938, because it is certainly a wry, confused, unhappy play, with the agony and squalor of war behind it. It is not so pessimistic in the grand manner as "Timon of Athens" or "King Lear," but it does, intermittently, utter a kind of shrill, wolfish howl against human nature and the scheme of things. As Mr. Macowan, the producer, justly puts it, "It is not only that he [Shakespeare] questions the heroic conception of war or the romantic conception of love, but that he is doubting the worth of all human endeavour and questioning the existence of any standard of absolute values. Had it been written by a lesser man it would have been simply a jeering grimace in the face of life, but behind the jeer there is a profound suffering."

It is a play, then, apt to the unhappy moment of its revival. It has been dressed in momentary manner. That is to say, Ulysses and Nestor are Balkan statesmen of our own time and Troilus is a young officer of any modern army. Helen of Troy could obviously become Helen of Elstree or Hollywood if she chose. Pandarus is the kind of elderly gentleman who might be found with a book of verse (unpleasant) and a jug of wine beneath a Green Bay Tree, and false Cressida is a wanton likely to be discoverable in any

extremely novel matter. As a matter of fact, such a method of production was exactly as old as William Shakespeare himself. His own Caesar on the stage must have resembled a Tudor notable.

If we are going to make a fuss about clothes, I should prefer to have them typify the mental atmosphere in which the play was written. All Shakespeare's plays are best dressed in the garments of his own time, rather than of ours, because they speak

his gospel of social solidarity in full spate in the middle of the Trojan War. He likens the community of men to the community of stars and planets, ordered by the Sun. If the stars start to wander, the result will be general chaotic dissolution. Men must be as surely fixed in obedience and in respect for degree and authority as are the members of the celestial commonwealth.

"Troilus and Cressida" was first published in February 1603, and was therefore written during the period of uncertainty when the Queen was showing her age and even sinking. Accordingly, if we wish to make a point about the dressing of the piece, I should stand out for the clothes of 1603. Indeed, as was said, the clothes of the time are always suitable for any play of the time. We have had many experiments, and some were in part justified by their beauty or by their suitability to a special performance. When "As You Like It" was produced at the Old Vic in the Watteau style the spirit of the play was perhaps falsified by the eighteenth-century elegance and artificial Arcadianism, but Miss Edith Evans was gloriously suited. It is natural to wonder whether Mr. Robert Harris, who spoke Troilus's lines so finely at the Westminster, would have been better suited by the helm and breast-plate of a Tudor knight-at-arms than by the Sam Browne and field-boots of to-day.

However, the dressing of Shakespeare's plays in contemporary costumes has one positive advantage. It administers a salutary shock to the



"TROILUS AND CRESSIDA" IN MODERN DRESS: PATROCLUS (FRANK LINSON); ACHILLES (GEORGE WOODBRIDGE); THERSITES (STEPHEN MURRAY); AND AJAX (RICHARD GEORGE).  
Achilles: "What's the quarrel?"

for the Tudor and Jacobean state of mind. Hamlet, for example, seems to have been, in actual fact, a Jutland prince of the Dark Ages. But Shakespeare's Hamlet is a Renaissance gentleman with a University education and a fair knowledge of the English stage in 1600! It would be absurd to dress him as a wild and woolly Viking, cross-gartered and horn-helmeted. He is essentially the kind of man who might have been met at an Elizabethan mansion—say that of Lord Essex, or of Southampton. So should he look.

In "Troilus and Cressida" Ulysses delivers a long political speech about the necessity of order and precedence in Society which accurately represents the dread of anarchy generally felt towards the close of Elizabeth's reign. What might occur when the unifying force of the great Queen's personality was withdrawn? All manner of civil and religious strife might rend the realm and leave it a ready victim for the vigilant and unforgiving Spaniard. Shakespeare continually preaches that England to itself be true and here we get his patriotic sentiments and



"TROILUS AND CRESSIDA" AS GIVEN AT THE WESTMINSTER THEATRE: CRESSIDA (RUTH LODGE) AND TROILUS (ROBERT HARRIS).

Cressida: "Are you a-weary of me?"

set of luxury flats. This decoration of Shakespeare always causes discussion. The Old Vic Company produced Hamlet in modern dress at Buxton and will offer this version in London later on. There again there was a protest. Among us always is a kind of classically-minded person who, having labelled Shakespeare "classical"—a most dubious epithet for so original and informal a writer—regards it as a kind of blasphemy, heresy, or moral outrage if any innovation is applied to his interpretation.

As a matter of fact, there is nothing at all new about Shakespeare in modern dress. He was played in eighteenth-century uniforms and dresses all through the eighteenth century. Garrick's Macbeth was a silk-stockinged and periwigged gentleman of the Age of Reason. In Shakespeare's own time it is well known that the stage-costumes were anything that could be mustered together, for the resources were small and grandiose methods of staging were unknown. We have a contemporary illustration of a performance of a Roman play, "Titus Andronicus," in which the dresses are an assortment of classic robes and Elizabethan uniforms. It is made plain in the text of "Julius Caesar" that the conspirators had hats and cloaks and in "Antony and Cleopatra" that Cleopatra had a laced bodice in the manner of any Jacobean lady. Last winter "Julius Caesar" was produced in New York with the uniforms of a modern Fascist State. It was thought to be an



"TROILUS AND CRESSIDA": ORIEL ROSS AS HELEN OF TROY AND MAX ADRIAN AS PANDARUS.

A production in modern dress of Shakespeare's "Troilus and Cressida" at the Westminster Theatre strikes a topical note. The Greeks and Trojans wear uniforms of khaki and sky-blue.

sluggish minds who are apt to think of Shakespearean drama as something classical and remote, a curriculum matter which one ought to admire although one is really bored to death by it. Such people turn out dutifully and sit in the theatre rather as they might sit in church: they are attending a cultural ceremonial and they expect it to be carried out in ceremonial fashion. If the plays are droned out in clerical-cultural manner and wrapped up in the expected kind of historical clothes these members of the audience are inclined not to listen at all, or at least not to listen with any intelligence.

To re-dress the plays, to make them topical documents, is to waken these people up. They may begin to realise that Shakespeare is not just "school stuff," but the urgent voice of joy and suffering. His Troilus or his Hamlet is not just a classical figure spouting quotations. He is the eternal youth, fired by hope, who finds the world is failing him. Shall he fail the world? The conclusion of all this is simple enough. To sensitive and imaginative playgoers the method of dressing a Shakespeare play is not a matter of great consequence, as long as it be not so garish as to distract the mind. But for those who regard all "classics" as unreal and remote, things imposed on us by schoolmasters, the "Modern Dress" method may be valuable as a shock to complacency and as a stimulant to reflection and to fancy.



"TROILUS AND CRESSIDA": NESTOR (JOHN GARSIDE); AGAMEMNON (ARTHUR RIDLEY); AND ULYSSES (ROBERT SPEAIGHT) IN THE GREEK COUNCIL.

Ulysses: "They call this bedwork, mappery, closel-war. . ."





At the Restaurant you will observe that Wills's Gold Flake  
is the Man's cigarette that Women like



# LONDON PREPARES: AIR RAID PRECAUTIONS TAKEN DURING THE CRISIS.



MARKING TREES AND OTHER OBSTRUCTIONS ON THE EMBANKMENT WITH WHITEWASH: PREPARATIONS FOR AN AIR RAID BLACK-OUT IN LONDON. (Planet.)



TO WARN PASSENGERS OF ANY IMPENDING AIR RAID: EMERGENCY LOUD-SPEAKERS BEING INSTALLED ON MOBILE TROLLEYS AT LIVERPOOL STREET STATION. (Keystone.)



"CLOSED FOR URGENT STRUCTURAL WORKS": THE UNDERGROUND STATION AT WATERLOO WITH THE ENTRANCE SHUT—ONE OF SEVERAL LONDON STATIONS THUS CLOSED. (C.P.)



AIR RAID. PRECAUTIONS IN THE CITY OF LONDON: THE HEAVILY SANDBAGGED ENTRANCE TO SNOW HILL POLICE-STATION DURING THE CRISIS. (Wide World.)



WITH AIR-BELLOWS WHICH ARE OPERATED BY THE MOVEMENT OF THE PET WITHIN: A GAS-PROOF CHAMBER FOR ANIMALS. (Fox.)



ADVISING PEOPLE WHERE TO GO TO GET THEIR GAS MASKS FITTED: A PUBLICITY DRIVE BY POSTER AND LOUD-SPEAKER VAN IN WESTMINSTER. (A.P.)

The preparations made in London during the crisis to meet hostile air attacks took many forms, some of which are shown on this page. Along the Embankment trees and other obstructions on the pavement were banded with whitewash to enable pedestrians to avoid them in the event of a black-out and to give some guidance to the traffic should such a step become necessary. At Liverpool Street Station loud-speakers were installed on mobile trolleys, ready to warn passengers of an impending air raid and to advise them where they could find shelter. On Sept. 27 the London Passenger Transport Board issued the following announcement:

"For urgent structural works the Bakerloo and Northern lines at Charing Cross must be closed at eight o'clock to-night until further notice." Several London stations were affected and a special bus service was run to cover sections of the route. About two miles of tunnel on the Bakerloo line and two miles on the Northern line were closed by this decision. Influenced by the number of inquiries made by thousands of people as to the best means of protecting their pets in an air raid, Mr. C. H. Gaunt, Chief Technical Superintendent of the People's Dispensary for Sick Animals, has invented a gas-proof chamber for animals.



# CRISIS PRECAUTIONS: FOOD; GUARDING ART TREASURES; TERRITORIALS.



THE SAFEGUARDING OF NATIONAL ART TREASURES AT THE VICTORIA AND ALBERT MUSEUM: OFFICIALS DETACHING FROM ITS BOARDS A RARE TAPESTRY FOR REMOVAL TO A PLACE OF SAFETY. (I.B.)



FOOD STORAGE: BALES OF FOODSTUFFS BEING LOADED INTO H.M.S. "PRESIDENT"—(ON LEFT) A NOTICE BOARD GIVING INFORMATION TO RECRUITS FOR NAVAL SERVICES "IN THE EVENT OF HOSTILITIES." (Sport and General.)



AFTER THE WAR OFFICE HAD ISSUED ORDERS CALLING UP CERTAIN UNITS OF THE TERRITORIAL ARMY AS "A PRECAUTIONARY MEASURE": TERRITORIALS BEING INSPECTED BEFORE LEAVING THEIR BARRACKS. (Planet News.)



THE STRONG RESPONSE TO THE WAR OFFICE ANNOUNCEMENT AND MR. CHAMBERLAIN'S BROADCAST APPEAL ON BEHALF OF THE DEFENCE SERVICES: A CROWD OUTSIDE THE TERRITORIAL ARMY RECRUITING OFFICE. (Central Press.)



A SEARCHLIGHT IN POSITION IN A LONDON PARK: A SEQUEL TO THE CALLING-UP, AS A PRECAUTIONARY STEP, OF OFFICERS AND MEN OF ANTI-AIRCRAFT UNITS OF THE TERRITORIAL ARMY. (L.N.A.)



MAKING READY, IN CASE OF EMERGENCY, TO JOIN IN THE DEFENCE OF LONDON AGAINST POSSIBLE AIR RAIDS: TERRITORIALS GETTING THEIR ANTI-AIRCRAFT GUN INTO POSITION. (Sport and General.)

On this page we show various ways in which, during the acute stages of the European crisis, London quietly made ready for possible attack from the air, in addition to the digging of trenches (illustrated elsewhere) and the distribution of gas-masks. Among other things, steps were taken to safeguard the nation's art treasures. Thus, at the Victoria and Albert Museum many of the exhibits were taken to the basement, and at the National Gallery the most valuable pictures were similarly dealt with or removed to places of safety outside London. On September 26 the War

Office issued orders calling up officers and men of Anti-Aircraft and Coast Defence Units of the Territorial Army, at the same time emphasising the fact that this was a precautionary measure and quite distinct from general mobilisation. Recruiting for the Territorials and other services was much stimulated by the Prime Minister's broadcast message of September 27. "Volunteers," said Mr. Chamberlain, "are still wanted for air raid precautions, for fire brigade and police services, and for Territorial units. I know all of you men and women are ready to play your part."



# LOOKING BACK: PERSONALITIES AND OCCASIONS OF THE RECENT CRISIS.



LEAVING THE ADMIRALTY TO ATTEND THE HOUSE OF COMMONS AFTER HE HAD RESIGNED AS FIRST LORD: MR. DUFF COOPER; WITH LADY DIANA COOPER. (Planet.)



M. DALADIER'S PILGRIMAGE TO THE TOMB OF THE UNKNOWN SOLDIER: THE FRENCH PREMIER RE-KINDLING THE SACRED FLAME AT THE ARC DE TRIOMPHE. (Keystone.)



DEEPLY CONCERNED IN THE EUROPEAN CRISIS: PRESIDENT ROOSEVELT, WHO APPEALED FOR PEACE, DISCUSSING THE SITUATION WITH HIS CABINET. (Keystone.)



RECEIVED AT BUCKINGHAM PALACE ON HIS RETURN FROM MUNICH: MR. CHAMBERLAIN AND HIS WIFE WITH THE KING AND QUEEN. ("The Times.")



A THANKSGIVING SERVICE HELD IN THE GUILDHALL SQUARE, PORTSMOUTH: ADMIRAL OF THE FLEET THE EARL OF CORK AND ORRERY READING THE LESSON. (Wide World.)



SOME OF THE FLORAL TRIBUTES RECEIVED BY MRS. CHAMBERLAIN SENT TO WESTMINSTER HOSPITAL: AN AMBULANCE COLLECTING THE GIFT AT NO. 10. (Central Press.)

Certain of the personalities and occasions of the crisis are shown on this page, and a few notes in connection with them may be of interest.—Mr. Duff Cooper was appointed First Lord of the Admiralty in 1937. He resigned from the Cabinet on October 1, and in a letter to the Prime Minister stated: "I profoundly distrust the foreign policy which the Government is pursuing." He gave a full explanation of his resignation in the House of Commons on October 3.—On October 2 M. Daladier made a pilgrimage to the Tomb of the Unknown Soldier under the Arc de Triomphe, and in the presence of a vast crowd, re-kindled the Sacred Flame as a sign of

gratitude for the maintenance of peace.—As is mentioned elsewhere in this issue under a portrait, President Roosevelt was responsible for sending two appeals for peace to Herr Hitler. The President and his Cabinet closely followed the course of events in Europe.—Among the many thanksgiving services for peace which were held throughout the country on October 2 was one in Guildhall Square, Portsmouth. Admiral of the Fleet Lord Cork and Orrery, Commander-in-Chief, read the lesson and an address was given by Dr. Frank Partridge, Bishop of Portsmouth. A congregation of several thousand was present at the service.



## THE CZECHS ACCEPT POLAND'S CLAIMS: POLISH TROOPS ENTER TESCHEN.



AT A STAGE OF THE CZECHO-POLISH NEGOTIATIONS WHEN ALL TRAFFIC BETWEEN POLAND AND CZECHOSLOVAKIA HAD BEEN SUSPENDED: THE LAST TRAIN TO ENTER THE STATION AT TESCHEN. (*Central Press.*)



A GREAT DEMONSTRATION IN WARSAW DURING THE DISPUTE WITH CZECHOSLOVAKIA OVER THE QUESTION OF POLISH MINORITIES: COLONEL BECK, POLAND'S FOREIGN MINISTER, ADDRESSING A CROWD FROM A BALCONY AT THE MINISTRY. (*Press Topics.*)



THE ENTRY OF POLISH TROOPS INTO THE TERRITORY WHICH CZECHOSLOVAKIA CONSENTED TO CEDE TO POLAND: A COLUMN OF INFANTRY CROSSING THE CZECHO-POLISH FRONTIER INTO TESCHEN. (*Press Topics.*)



MILITARY REPRESENTATIVES OF THE TWO NATIONS MEET DURING THE OCCUPATION: A DISCUSSION BETWEEN OFFICERS OF THE CZECH AND POLISH ARMIES ON THE OLD FRONTIER BRIDGE AT TESCHEN. (*Press Topics.*)



A MECHANISED SECTION OF THE POLISH FORCES THAT OCCUPIED THE TERRITORY CEDED TO POLAND BY CZECHOSLOVAKIA: A LINE OF POLISH TANKS DURING THE ENTRY INTO TESCHEN. (*Press Topics.*)



THE PRESIDENT OF CZECHOSLOVAKIA, WHO HAS DWELT ON HER IMMENSE SACRIFICES FOR THE CAUSE OF PEACE IN EUROPE: DR. BENES (LEFT) WITH GENERAL SYROVÝ, THE PRIME MINISTER. (*Associated Press.*)

It was announced on October 2 that all the Polish Government's demands, in a Note sent to Prague by aeroplane on September 30, regarding the cession of territory, had been accepted by the Czechoslovak Government. In a broadcast address on October 1, Colonel Beck, the Polish Foreign Minister, said: "With the restoration of the old Polish territory beyond the Olza we shall have no further grievances against Czechoslovakia." On October 2 Polish military and civil authorities took possession of the first zone, covering part of the Powiat of Teschen within about ten miles of the town. It was officially stated that the

occupation of further territory, comprising the rest of this Powiat, part of that of Frystat, and the Bohumin railway junction, would be carried out gradually and completed by October 10. This district, it may be recalled, was in dispute after the Great War. "Both Czechs and Poles," says the "Encyclopædia Britannica," "desired to succeed Austria in the possession of Teschen. In May-June 1918, their representatives decided to settle the matter in friendly agreement. When, however, Poland elected deputies from Teschen for her constituent Parliament, Czech troops advanced and occupied Oderberg in January, 1919."



THE CRISIS "FEVER" CHART—NUREMBERG SPEECH TO MUNICH AGREEMENT.



A DIARY OF THE CRISIS.

AUGUST 27: Sir John Simon's speech at Lanark reaffirms the Prime Minister's statement of British policy in Central Europe (if war broke out it would be unlikely to be confined to those who had assumed specific obligations).

AUGUST 30: President Benesh and Herr Henlein meet and discuss the future of the negotiations. A new Sudeten German settlement suggested, based on partly autonomous cantons.

SEPTEMBER 1: Herr Hitler and Herr Henlein meet at Berchtesgaden.

SEPTEMBER 4: Czechs decide on new concessions to Sudetens in the matter of local government.

SEPTEMBER 5: French Government take special precautions on the eastern frontier in view of German reinforcements.

SEPTEMBER 7: Sudetens break off negotiations in view of alleged incidents at Moravska Ostrava.

SEPTEMBER 12: Herr Hitler's speech at Nuremberg: he declares that if others will not help the Sudetens to self-determination, Germany will.

SEPTEMBER 13: Herr Henlein's ultimatum to the Czech Government demanding immediate revocation of martial law in certain Sudeten areas. The Czech Cabinet refuses revocation.

SEPTEMBER 14: Mr. Chamberlain's message to Herr Hitler, suggesting a personal meeting in Germany.

SEPTEMBER 15: Mr. Chamberlain flies to Berchtesgaden: his visit "alone prevented an invasion." Herr Henlein demands the secession of Sudeten territory.

SEPTEMBER 16: Mr. Chamberlain returns to London to consult with the Cabinet on the question of British recognition of principle of Sudeten self-determination. The Sudeten party suspended in Czechoslovakia.

SEPTEMBER 18: An Anglo-French meeting in Downing Street. Britain and France in complete agreement on solution of Czech question.

Signor Mussolini's Trieste speech demanding "plebiscites for all."

SEPTEMBER 19: Anglo-French proposals presented to Prague. Polish troops move. Demonstrations in Budapest.

SEPTEMBER 20: Prague delays reply.

SEPTEMBER 21: Anglo-French appeal to Prague. The proposals accepted. Their actual nature not being published, great anxiety is felt, particularly in France.

SEPTEMBER 22: Mr. Chamberlain goes to Godesberg. Herr Hitler presents an "unreasonable" memorandum to him. Change of Czech Government. Gen. Syrový Premier. French security measures.

SEPTEMBER 23: Evidence of a hitch at Godesberg: Mr. Chamberlain and Herr Hitler exchange letters but do not meet until 10.30 p.m. Herr Hitler presents another memorandum; now including a time-limit. Mr. Chamberlain agrees to forward it to the Czechs, but "bitterly reproaches" Herr Hitler. Meanwhile, Czechs begin to mobilise.

SEPTEMBER 24: Mr. Chamberlain returned from Godesberg. French reservists recalled.

SEPTEMBER 25: London learns of Czech absolute rejection of German memorandum. Anglo-French conference; Britain promises to support France. Poland and Czechoslovakia are prepared to discuss differences.

SEPTEMBER 26: Roosevelt's first message to European States. Sir Horace Wilson's message from Mr. Chamberlain to Herr Hitler. Herr Hitler's Berlin speech. Statement by Mr. Chamberlain on the speech.

SEPTEMBER 27: Mr. Chamberlain's broadcast. Herr Hitler's attitude at Godesberg described as "unreasonable." Belgian military precautions; Dutch frontier manned. Roosevelt's second message—to Herr Hitler.

SEPTEMBER 28: British Fleet mobilises. Mr. Chamberlain's speech in Parliament, seeming to offer no hope until dramatic climax, when he announced that Signor Mussolini had intervened, and Herr Hitler had agreed to postpone mobilisation for 24 hours. Finally he announced the Munich conference.

SEPTEMBER 29: The Four-Power conference at Munich gets swiftly to work.

SEPTEMBER 30: Mr. Chamberlain, Herr Hitler, Signor Mussolini, and M. Daladier sign an agreement as to the methods to be adopted in the transfer of Sudeten territory at 12.30 a.m.



# CZECHOSLOVAKIA'S SACRIFICE FOR EUROPEAN PEACE: ZONES

DRAWN BY OUR SPECIAL



HOW THE MUNICH AGREEMENT IS BEING FULFILLED: THE FRONTIER ZONES WHICH GERMANY IS SUCCESSIVELY OCCUPYING AND GERMAN PROPOSALS (GODESBERG

The main terms of the agreement on Czechoslovakia signed at Munich are given on page 618. The pictorial map on this double-page shows the zones which it was there decided should be successively evacuated by the Czechs and occupied by the Germans. Agreement was also made as to regards certain areas whose fate would be decided by plebiscites to be held at a later date. At the same time, Poland demanded from Czechoslovakia the frontier district of Teschen, with its largely Polish population, and the Polish occupation began on October 2. Provision was also made in the Munich agreement for the

settling of the question of Hungarian minority. It is of interest to consider what the loss of her frontier areas means to Czechoslovakia from an economic point of view. The value of the plant and "installations" which have to be handed over to the Germans is estimated alone at £20,000,000. A study of an economic map of Czechoslovakia shows that the areas surrendered include extensive fields of brown coal (in North-Western Bohemia), and substantial coal-fields. The loss of iron-producing areas would appear to be less important. The abundance of excellent porcelain raw materials,

# GIVEN UP TO GERMANY AND POLAND; AND PLEBISCITE AREAS.

ARTIST G. H. DAVIS.



IN CZECHOSLOVAKIA: TESCHEN, GIVEN UP TO THE POLES; PLEBISCITE AREAS; AND A COMPARISON OF THE ANGLO-FRENCH MEMORANDUM, AND THOSE FINALLY ADOPTED.

particularly of kaolin, is of great importance both for home industry and for export purposes. The chief areas whence it is derived are Western Bohemia and Southern Moravia. The Western Bohemian deposits are practically all being sacrificed. The manufacture of porcelain is, in addition, largely concentrated in Western Bohemia. The economic map shows numbers of industries connected with the production of metal goods of all descriptions along the northern and eastern frontiers of Bohemia, which are lost; should the plebiscite go in favour of Germany round Brunn this loss will be sensibly

increased. Much of the glass industry is centred in Northern Bohemia in zones being handed over to Germany, including the Jablonec (Gablonz) area, well known for its artificial jewellery and bead industry. A large part of the country's textile industry is on the northern and north-eastern edge of Bohemia, and this, too, is lost. In addition, Teschen, the area surrendered to Poland, is rich in both coke and gas coal. The radium mines at Joachimthal go to Germany: as do lead mines, breweries, and the famous thermal spas of Marienbad, Carlsbad and Franzensbad.





## A HUMAN TRIUMPH MILLIONS BITTERLY REGRET: THE FIRST 'PLANE.



THE GENESIS OF MAN'S POWER OF FLIGHT—NOW RECOGNISED AS A BLESSING TO HIM IN PEACE, BUT A CURSE TO HIM IN WAR: THE FIRST CONTROLLED AND SUSTAINED FLIGHT BY ORVILLE WRIGHT; AT KITTY HAWK, CALIFORNIA, ON DECEMBER 17, 1903. (Photograph Copyright by the Science Museum.)



THE WRIGHT BROTHERS' MONOPLANE, IN WHICH THE FIRST FLIGHT WAS MADE, STORED DURING THE CRISIS IN THE BASEMENT OF THE SCIENCE MUSEUM TO PROTECT IT FROM ANY THREAT OF DESTRUCTION BY ITS "DESCENDANTS": THE MACHINE AS NORMALLY EXHIBITED AT SOUTH KENSINGTON.

In 1908—some five years after Orville Wright's first controlled, sustained flight—Wilbur Wright made his first flights in Europe, where his performances were so excellent that they did much to force sceptics to admit the great possibilities of the aeroplane. A mere thirty years later we have found the aeroplane dominating our lives in a terrible way. During the Crisis the threat of aerial attacks caused feverish activity in the great cities of Europe; the mole-like operations of humanity going to ground before the menace provided by its own vaunted conquest of the air, and migrations of many city dwellers, being reminiscent of the great migration

from London attacked by the Martians so brilliantly and prophetically imagined by H. G. Wells. The first controlled and sustained flight took place at Kitty Hawk Sands, North California, on a cold, gusty day in December, 1903. This is illustrated above. The utmost patience, long and careful scientific investigation, and outstanding engineering and aeronautical skill made that first flight possible. It is, surely, one of the bitterest ironies of history that all the fine qualities that went to the invention and perfection of aeroplanes should have produced only a peate blessing and a war curse.



## NOT FORESEEN BY THE WRIGHTS: THE AEROPLANE AS WAR WEAPON.



AIR RAID PRECAUTIONS AT WESTMINSTER HOSPITAL: WORKMEN ERECTING A SANDBAG BARRICADE AS PROTECTION AGAINST BOMB-SPLINTERS. (Planet.)



WHERE EVERY POSSIBLE AIR RAID PRECAUTION WAS TAKEN: BOYS PREPARING SANDBAG DEFENCES TO PROTECT THE WINDOWS AT ETON COLLEGE. (Fox.)



IN THE SHADOW OF THE MAIDSTONE WAR MEMORIAL: TRENCHES BEING HASTILY CONSTRUCTED FOR THE PROTECTION OF THE CIVILIAN POPULATION. (C.P.)



PROTECTION FOR THE BRAIN-CENTRE OF A VITAL SERVICE: SANDBAG DEFENCES BEING PREPARED AT THE LONDON FIRE BRIGADE HEADQUARTERS. (A.P.)



DIGGING TRENCHES TO ACCOMMODATE 700 PEOPLE: BOYS OF EPSOM COLLEGE IN FOOTBALL KIT HARD AT WORK IN THE GROUNDS. (Photopress.)



SPEEDING UP THE WORK ON TRENCHES WITH MECHANICAL EXCAVATOR: THE MACHINE IN USE IN ST. JAMES'S PARK. (L.N.A.)

## THE FACE OF ENGLAND CHANGED BY THE MENACE FROM THE AIR.



EXAMINING A METHOD OF SUPPORTING A.R.P. TRENCHES: THE DUKE OF KENT AT THE BUILDING EXHIBITION AT OLYMPIA. (Topical.)



ENGAGED IN ERECTING A WALL OF SANDBAGS: CADETS OF THE ROYAL NAVAL COLLEGE PREPARING FOR ANY EVENTUALITY. (C.P.)



AIR RAID PRECAUTIONS AT LIVERPOOL STREET STATION: MEMBERS OF THE CLERICAL STAFF BUILDING A PROTECTIVE BARRICADE OF SANDBAGS. (Keystone.)

Among the protective devices against air raids which, during the fateful days from September 24 to September 30, were hurriedly erected in all parts of the country, sandbags played a prominent part. Everywhere they were used to form barricades in front of vulnerable windows which might be smashed by splinters

or by the blast from bombs. At many public schools every possible precaution was taken and the boys willingly carried out the jobs allotted to them. At Eton each house has its own anti-gas room. All the housemasters have received special A.R.P. training; and the Dames have a knowledge of first-aid.



## HOW THE CRISIS CHANGED THE FACE OF LONDON: DIGGING THE TRENCHES.



ON HAMPSTEAD HEATH: A BAND OF WORKMEN CONSTRUCTING A SYSTEM OF TRENCHES FOR SHELTER IN POSSIBLE AIR RAIDS. (Associated Press.)



ON STREATHAM COMMON: TRENCH-DIGGING OPERATIONS IN PROGRESS CLOSE TO A ROAD AND SHOPS, AS PART OF THE AIR RAID PRECAUTIONS. (Fox Photos.)



ON HACKNEY DOWNS: MEN AT WORK IN HEAVY RAIN CONSTRUCTING TRENCHES WITH BOARDED SIDES AND ROOFS—A TASK CONTINUED ALL NIGHT. (Topical.)



CLOSE TO THE MALL: LINING TRENCHES WITH WOOD NEAR THE DUKE OF YORK'S MEMORIAL, HERE VISIBLE ABOVE THE TREES. (L.N.A.)



AT LEWISHAM: A MECHANICAL EXCAVATOR USED FOR TRENCH-DIGGING IN THE PUBLIC GARDENS BESIDE THE LOCAL WAR MEMORIAL, SEEN BEHIND. (Wide World.)



ON ISLINGTON GREEN: LABOURERS ENGAGED IN THE CONSTRUCTION OF TRENCHES IN ONE OF THE SMALLER OPEN SPACES OF NORTH LONDON. (Associated Press.)



AT GUY'S HOSPITAL: A CHEERFUL PARTY OF NURSES AND MEDICAL STUDENTS DIGGING TRENCHES FOR 400 PEOPLE IN THE GROUNDS. (Wide World.)

During the last phases of the crisis the digging of trenches as air-raid shelters was carried out extensively both in London and other parts of the country. In our last number we illustrated such work in Hyde Park, Kensington Gardens, Lincoln's Inn Fields, Leyton, and Walham Green; with a typical householder's

dug-out at Cardiff. On a double page in the same issue we also gave pictorial diagrams explaining the protective value of trenches against blast from high-explosive bombs. Here and on other pages we give further examples in familiar parts of London and the suburbs. They show the people's calm determination.



# LONDON TRANSFORMED: A.R.P. TRENCHES DUG IN ITS OPEN SPACES.



THE MOST SPECTACULAR OF LONDON'S A.R.P. MEASURES: THE DIGGING OF LINES OF TRENCHES IN THE ALMOST SACROSANCT PRECINCTS OF ST. JAMES'S PARK; THE GERMAN EMBASSY SEEN AT THE BACK (LEFT CENTRE). (*Topical.*)



HYDE PARK PROVIDES A VAST REFUGE AREA FOR LONDONERS AGAINST THE THREAT OF AIR ATTACK: MEN DIGGING THE TRENCHES—WORK THAT WENT ON BY NIGHT AND DAY. (*G.P.U.*)



ANOTHER HAUNT OF PEACE AND QUIET IN LONDON RUDELY DISTURBED BY DEFENCE PREPARATIONS: DIGGING IN LINCOLN'S INN FIELDS. (*S. and G.*)



THE SUBURBS PREPARE TO MEET THE THREAT OF CATASTROPHE: NIGHT WORK ON A.R.P. TRENCHES IN WANDSWORTH BY THE LIGHT OF FLARES. (*S. and G.*)



THE DELIGHTFUL GROUNDS OF WESTMINSTER SCHOOL SACRIFICED TO GRIM NECESSITY: STARTING TRENCH WORK IN A PLAYING-FIELD. (*Photopress.*)



IN FULL VIEW OF THE FOREIGN OFFICE, WHERE MOMENTOUS DECISIONS WERE BEING MADE: ANOTHER VIEW OF THE ST. JAMES'S PARK TRENCHES. (*Central Press.*)

In London in the Crisis, many miles of trenches were dug in parks and open spaces to provide refuge from air attack. Throughout the night of September 29, while the talks in Munich were in progress, and after, the digging of trenches by artificial light proceeded. Crowds in St. James's watched the mechanical excavators

at work and the rising mounds of earth. On September 30 the Home Office instructed local authorities to complete trenches already in hand. Many suggestions have been made as to how these trenches should now be utilised; but the general opinion would seem to be in favour of their being retained in some form or other.



## LONDON SAFEGUARDS HER CHILDREN: EVACUATION BY ROAD AND RAILWAY.



IN THEIR SLEEPING-QUARTERS IN AN OLD OAST-HOUSE: BOYS FROM DULWICH PREPARATORY SCHOOL HOUSED ON A FARM NEAR CRANBROOK, KENT. (Fox.)



HELPING TO PACK THEIR BELONGINGS ON A MOTOR-COACH: CHILDREN FROM ST. MARY'S SCHOOL, TAVISTOCK SQUARE, LEAVING FOR THE COUNTRY. (Wide World.)

DETAILS of a plan for evacuating some two million people, including half a million school-children, from London in an emergency were made known by the Home Office on September 29. The L.C.C. had already set a similar plan in operation on the previous day and, on September 29, one thousand children between the ages of two and five were taken from London nursery schools into the country to the homes of people who had offered to billet them. A parent or teacher accompanied every ten children. Deaf and blind children from special schools were also evacuated. The other youngsters stood-by. In many cases, individual households made their own arrangements and the roads

(Continued opposite.)



SOME OF THE ONE THOUSAND SMALL CHILDREN EVACUATED BY THE L.C.C.: LABELLED TODDLERS FROM THE SHERBORNE NURSERY SCHOOL, KENTISH TOWN, AT EUSTON STATION. (Fox.)

leading out of London were crowded with cars carrying women and children to places of safety. Many of the ordinary railway services were duplicated. Some of the public schools also acted independently. The Home Office scheme provides for voluntary evacuation, but compulsory powers would be obtained for the billeting of adults and those evacuated would not be able to choose their destination. Transport would be free and the Government would, at the beginning, pay for the billets, although it would be expected that those who could afford to do so would contribute to the cost. Our photographs show evacuation of children in progress before all such arrangements were suspended.



CLASPING PAPER PARCELS CONTAINING THEIR IMMEDIATE NECESSITIES: CHILDREN FROM DR. BARNARDO'S HOMES IN LONDON ABOUT TO LEAVE PADDINGTON FOR THE COUNTRY. (Kevslone.)



LEAVE-TAKING: ONE OF MANY SIMILAR SCENES IN LONDON DURING THE CRISIS, WHEN SCHOOL-CHILDREN WERE EVACUATED UNDER THE THREAT OF WAR. (Wide World.)



## WOMAN'S PART IN OUR NATIONAL DEFENCE—INCLUDING THE NEW A.T.S.



WOMEN RENEW THEIR WAR-TIME PATRIOTISM DURING AND SINCE THE RECENT CRISIS: APPLICANTS ENROLLING IN THE WOMEN'S LEGION AT NORTH ROW, PARK LANE, ITS HEADQUARTERS. (*Wide World.*)



THE CHIEF OF THE WOMEN'S AUXILIARY SERVICE: COMMANDANT MARY S. ALLEN BUSY INTERVIEWING SOME OF THE HUNDREDS OF APPLICANTS FOR ENROLMENT. (*L.N.A.*)



A FAMOUS CENTRE OF POLITICAL SOCIETY CONVERTED INTO A RECRUITING OFFICE: LADY LONDONDERRY ENROLLING EXPERT WOMEN TRANSPORT DRIVERS AT HER HOME, LONDONDERRY HOUSE, PARK LANE. (*Planet.*)



APPLICANTS FOR THE FIRE BRIGADE SECTION OF WOMEN'S VOLUNTARY SERVICES: ATTENDING A DEMONSTRATION OF THE METHOD OF WORKING A FIRE-ENGINE PUMP. (*L.N.A.*)



LONDON WOMEN ANSWER THE CALL TO NATIONAL DEFENCE: A CROWD OF RECRUITS AT AN ENROLMENT CENTRE IN BLOOMSBURY FOR THE AUXILIARY TERRITORIAL SERVICE. (*Topical.*)



RESPONDING TO THE WAR OFFICE APPEAL FOR 25,000 WOMEN: AN A.T.S. RECRUITING DEPOT OPENED BY THE WOMEN'S TRANSPORT SERVICE (F.A.N.Y.) IN GROSVENOR PLACE. (*Central Press.*)

The War Office announced on September 27 that the King had approved the raising of an organisation for women, called the Auxiliary Territorial Service, to free men for combatant duties in war time, on the lines of the W.A.A.C. "In peace time" (the official announcement stated), "companies will be affiliated to military and Air Force units and will train in the same way as the Territorial Army to become efficient . . . in a national emergency. The Service will provide an opportunity for the women of England to make an invaluable and direct contribution towards the defence of this country against any possible aggression."

The number required at the outset is about 2000 officers and 23,000 members, and the initial categories proposed are—motor-drivers; clerical; general duties. Married and single women are enrolled. Age limits are 18 to 43 for general service members; 18 to 50 for local service members. All will attend a minimum of 10 drills a year and 8 to 15 days in camp. At Londonderry House, Lady Londonderry has established (under War Office instructions) a recruiting depot for women motor-transport drivers, which is run by the Women's Legion. The Legion is supplying recruits for the newly formed Auxiliary Territorial Service.



# THE ROMANCE OF THE POST.

"HASTE, POST, HASTE!": By GEORGE WALKER.\*

An Appreciation by SIR JOHN SQUIRE.

THERE are many conveniences in life which we take for granted, seldom bothering to think of their development or the elaborate mechanism and perpetual vigilance behind them. We turn a tap to fill a basin with water, not thinking about the enormous complication of conduits which brings water upstairs and downstairs to millions of people in London; and we pull out the plug to empty the basin without a thought for the organisation of the sewers. The provision of gas and light, the maintenance of roads, they are all done for us and we do not wonder; and it seems to us the most natural thing in the world that we should drop a letter into a pillar-box in South Kensington and that it should arrive at a cottage on Dartmoor next morning. But it is not; delivery depends on a vast, involved, delicate and exact fabric of arrangements. Mr. Walker's book opens a window upon one of the many wonderlands of our civilisation. He himself expresses the hope "that those who so efficiently serve the posts to-day will find herein some occasion for pride in their service, and that those of us who are daily served may continue to appreciate the postman the better in that we have seen something of radiant romance in his common place task."

Posts are probably as old as writing, and facts may still come to light about the transmission of news in ancient Egypt and ancient China. But "the story of the post, whatever be the preface, begins with the

post!" There was a statue of a running footman at Olympia; but it was the Romans who seem first to have developed a post for private persons. "The imperial warrant was used to frank—that is, to send free of charge—private letters which were carried post, and also to cover the conveyance at speed of private persons. Thus the Emperor Trajan permitted Pliny to use all the resources of the post to send his wife on a visit of condolence to an

by a letter of Sir Thomas Gresham's in 1567: "I do intend all the day to tarry for my letters from Flanders and to depart early to-morrow, very early, to Norfolk." It was a letter from Antwerp, incidentally, which gave him his idea of a Royal Exchange. Governments found the posts most informative. Interception was general. "For twenty-eight ducats a month Pedro Martinez, the Madrid postmaster, let the English envoy see all Cressold's and Englefield's letters—two disaffected Englishmen—and permitted him to keep such of them as he wished." In that reign, too, it became the custom to indicate the post-house either by a painted sign or an actual post-horn, commonly at a public house. The needs of the posts led to a steady improvement in the roads, and before the Queen died regulations were made for the ocean-posts.

Another fifty years passed before the authorities conceived an idea which is extremely familiar to them now: "Hitherto it had not occurred to anyone to regard the posts as other than an expense, however necessary. Under the Commonwealth they were made a source of revenue; at first by exacting a yearly sum from the Postmaster who was allowed to farm them. In 1653 John Marley was given the patent of Master of the Posts, and he was glad to pay £10,000 for the privilege." At the Restoration the price was double. That it was worth paying for may be indicated by the fact that by 1685 the Duke of York, who held the sinecure at that time, received £65,000 in a year from the Post Office. "Throughout this century there was little progress in the conditions of the actual carriage of the posts." The



IN THE EARLY YEARS OF QUEEN VICTORIA'S REIGN: PICKING UP THE MAIL WITHOUT STOPPING—FROM A CONTEMPORARY PAINTING.

By Courtesy of the Postmaster-General.

Reproductions from "Haste, Post, Haste!", by Courtesy of the Author and of the Publishers, Messrs. Harrap and Co.



A POSTBOY OF 1670: FROM A DRAWING BASED ON CONTEMPORARY PRINTS.

By Courtesy of the Postmaster-General.

aunt upon the death of her mother, the grandmother of Pliny's wife. Though the posts were primarily for official messages, yet they were used increasingly for private letters. There were reasons far more potent than imperial edicts which prevented their more general use. There was a well-founded suspicion that letters entrusted to the official post were subject to supervision, so that people were naturally afraid of trusting secrets to the post. Consequently, these letters were sent by private messengers, but often these private posts made use of the official organisation."

In the Dark Ages the system collapsed; Charlemagne restored it and since his time "there has been no period when, somewhere in Europe, letters were not carried along one or other of the great roads." The Hanseatic towns ran an efficient service, so did the universities; we possess famous series of mediæval letters. But it was in the sixteenth century that the establishment of national postal services began to be general. The 1066 of the G.P.O. is 1517, in which year Henry VIII. appointed Sir Brian Tuke (whose portrait by Holbein, with a skeleton Death whispering in his ear, is here) to be the first Master of the King's Posts—i.e., Postmaster-General. He had for several years held the office without the title—in 1515 it is recorded that his bill of expenses was £1002 2s. 1½d.—which was precise of him. From him comes our familiar device of the postmark: "It was under the administration of Sir Brian Tuke that suggestions were made as to the dating of all letters which were despatched. It had become a trick of those posting packets to place a date upon them earlier than that when the packet was given to the post. Thus the slackness of some clerk or higher official was disguised and the post was blamed for delayed delivery. . . . The officers of the post were instructed to write upon the back



APPOINTED TO BE THE FIRST MASTER OF THE KING'S POSTS BY HENRY VIII. IN 1517: "SIR BRIAN TUKE"—BY HANS HOLBEIN. (Photograph by Bruckmann.)

organisation of Empire communications by Cyrus the Great. Cyrus was a great builder of roads, and one of the main purposes of the road was to facilitate the work of the posts. The roads were divided into stages, and the length of a stage was determined by the capacity of a horse. At the end of the day's stages post-houses were built for the messengers and their horses, and these buildings, according to Xenophon, were such as were in keeping with the magnificence and splendour of the great king. At intermediate stages provision was made for changing horses, while the main stages furnished riders ready to carry forward the dispatches, and when the news was urgent they had to be ready to ride through the night." Herodotus wrote a tribute to the system; both he and Cyrus might be surprised and flattered could they return to find his eulogy carved on the façade of the New York Post Office.

The Australians have a camel-post; so had the Persians. Jeremiah prophesied that "one post shall run to meet another" with the news of Babylon's fall, and lamentable Job exclaimed "Now my days are swifter than a

\* "Haste, Post, Haste! Postmen and Post-roads Through the Ages." By George Walker. Illustrated. (Harrap; 10s. 6d.)



WEAPONS AND OTHER EQUIPMENT CARRIED ON THE LAST LONDON-TO-EDINBURGH MAIL-COACH; WITNESSES TO THE PERILS OF THE ROAD. (By Courtesy of the Postmaster-General.)

of the packet the time when it was delivered into their hands, and to keep a book in which they were to enter the time when they received the letter."

Until Elizabeth's reign there was a "Stranger's Post" run by resident foreigners for correspondence abroad; but in 1568 Cecil brought the foreign post under the Government monopoly. How regular the posts were is indicated

post rode his stage with his bag, strapped to his back, over moor and fen and unfenced fields, and, since sign-posts were few, it was quite easy to lose one's way, even on the Great North Road. But the service grew and grew: by 1680 there were 304 postmasters in the United Kingdom. As yet, however, the mechanism was clumsy. There were services from Exeter to Chester and from Bath to Oxford; those apart, all letters went to London and then back to their destination. A great innovation of the end of the century was William Dockwra's invention of sub-post offices; before this time all letters in London had to go to Lombard Street. It was he also who established a penny post for London, and introduced the stamped postmark. Thereafter change was rapid. The mail coach, immortalised by great writers, served the post for only half a century. There followed the train and the steamer, and the descendants of the old riders and runners are now to be found

only in outlying parts of the globe. In India it is still possible for a postboy to be treed by a tiger. Our own final contact with antique methods vanished with the last pigeon-post. "In spite of hawks and careless sportsmen the pigeon-post has many achievements to its credit, and played a useful part until superseded by the telegraph and its progeny of modern marvels."



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## **SOUTH AFRICA**



# A PAGE FOR COLLECTORS.

"THAT RENOWNED CALLOT."

By FRANK DAVIS.

the winter of 1608-9, in highly respectable company (a member of the household of the ambassador of Lorraine), and there he worked for three years in the studio of the engraver Philippe Thomassin. He left Rome in 1612 for Florence, and romancers once again provide an imaginative explanation—the young and beautiful wife of his master. In 1622 he was home at Nancy, spent a short time in the Netherlands (apparently in 1625), when the young Van Dyck painted his portrait, and worked for Richelieu and Louis XIII. in Paris in 1629-30. There he did a large

result of careful thought, and these little drawings were made primarily for his own enjoyment, and very quickly. The book is in the Print Room of the British Museum, and it so happened that, the day I asked to see it, little yellow labels were being placed upon the more important items of the national collection: should war be declared, they would be moved immediately to the basement; and among them this exquisite record of the eighteen-year-old Callot's Mediterranean holiday. (You have probably seen accounts of the precautions that were taken during the crisis to protect works of art all over the country.)

Callot died in 1635—and died, it is said, burin in hand, bending over a copper plate he was about to plunge into its bath of acid. He was a sturdy character, as witness the story of his reply to Louis when Nancy capitulated to the French monarchy in 1633.

Callot was asked to engrave a plate to commemorate the event, as he had done in the case of La Rochelle, but he said he could not celebrate his country's humiliation in this way, and went so far as to insist that he would rather cut off his right hand. This was reported to Louis XIII., who answered merely that the Dukes of Lorraine were fortunate in having such loyal subjects.

Callot's influence upon seventeenth-century engraving and etching was enormous; over William Faithorne, for example, in his little book "The Art of Graveing and Etching," published in 1662. His dedication "To the Lovers of this Art," includes the following: "And as for Etching, we are obliged to that Renowned Callot, and his disciple Bosse; who hath not only practised, but also hath been so



IT was suggested to me that, at a time like the present, I ought to illustrate one or two of the series by Jacques Callot entitled "Les Grandes Misères de la Guerre." That I am not going to do: firstly, because neither you nor I require any instruction about the miseries of war; and, secondly, because Callot, admirable artist though he is, is not the man for our purpose. He is no Goya, consumed with a noble indignation for human suffering; he is an exquisite craftsman whose figures, whether they murder or are being murdered, torture or are being tortured, are puppets on a stage, not sentient beings of flesh and blood. This opinion—and I think most people hold it nowadays—would have shocked the orthodox fifty or so years ago; but every generation must form its own judgment by the light of its own experience and sensitiveness. Actually, it is not, perhaps, without interest to note (I have just turned up the reference) that M. Plan, who wrote an excellent monograph on Callot in 1914, reached a similar conclusion without the tragic events of the next four years to aid him. The much less famous illustrations to the "Livre des Saints"—490 of them—are in the same way exquisite, and not horrifying; and the "Supplices," in which he sets down all the instruments of torture, from the wheel to a mother smacking her child, and writes a serio-comic little verse in the margin.

No; one must not look for a great satirist here; what one does find, and I think that is



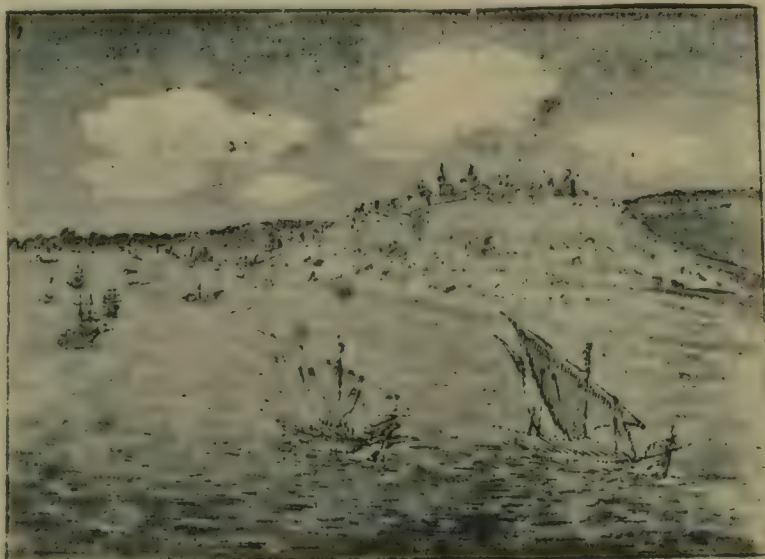
FROM A HOLIDAY SKETCH-BOOK OF THE YEAR 1620: ONE OF A SERIES OF SCENES IN MINORCA AND SICILY DRAWN BY JACQUES CALLOT.



PRIMARILY DONE FOR HIS OWN ENJOYMENT AND VERY QUICKLY; A HOLIDAY SKETCH MADE BY JACQUES CALLOT DURING HIS VISIT TO MINORCA AND SICILY IN 1620.

plate of the Siege of La Rochelle with four scenes in the border, one of which shows the English prisoners—the victims of Buckingham's most unhappy expedition—presented to Louis. The two well-known plates of Paris itself—"The Louvre" and "The Pont Neuf"—were done in 1631, after his return to Lorraine, from sketches he made at this time.

Among the almost unknown works from his hand is a small sketch-book of thirty-seven



DRAWN BY THE EIGHTEEN-YEAR-OLD JACQUES CALLOT DURING A MEDITERRANEAN HOLIDAY: A SEASCAPE FROM A SMALL SKETCH-BOOK OF THIRTY-SEVEN PAGES CONTAINING PICTURES IN PEN AND IN WATER-COLOUR.

obvious from these illustrations, is a most accomplished baroque draughtsman and engraver. "The Halt" (an engraving) is from the set of four, "The Gypsies," from which delightful fantasies successive generations of historians have deduced a romantic story. Or is that too strong a statement? The story is, at any rate, a tradition which seems to have grown up after the artist's death. It is this. Jacques, who was born in 1593 at Nancy, was the son of the herald and king-at-arms to the Duke of Lorraine. The family had been ennobled a generation previously, and was reasonably prosperous and highly respectable. By the age of twelve, the boy had heard so much of the beauties of Italy that he determined to go there without delay and see Florence and Rome for himself; so he ran away from home and travelled to Florence with a band of gypsies. There he was abandoned by the gypsies, learnt the art of engraving in a local studio, was recognised by chance by some merchants from Nancy, who knew his parents, and ignominiously sent back home. These highly decorative, light-hearted engravings and a long series of beggars, are said to be not merely the result of mature observation, but direct memories of this youthful escapade. Whatever the truth about this episode, Callot did go to Rome in



"THE HALT": AN ENGRAVING BY JACQUES CALLOT (1593-1635): ONE OF FOUR PLATES FORMING THE SERIES OF "THE GYPSIES."

Reproductions by Courtesy of the British Museum. (Copyright Reserved.)

pages of scenes in Minorca and Sicily, some in pen, others in water-colour—a holiday sketch-book of the year 1620. This sort of thing is to me, and, I imagine, to most of us, far more precious than any number of etchings, if only because the etchings are the

courteous—as to discover in the French tongue, this Art unto his Countrymen. I have used him as an Author in this Work, yet I have not traced him so closely as to make it a meer Translation...." And the title-page includes the phrase "the manner and method of that famous Callot."

Faithorne, by the way, has a pretty, ingratiating pen. He dedicates the book to Sir Robert Peake thus: "The Honour of having serv'd his late Majesty (under your Conduct) in the Garrison of Basing, hath given me some reputation in the World, and the happiness of having serv'd your self, before the Warrs, hath given me a Condition of living in it, in both, under the Regiment of your Command. You chang'd the steel of my Tools into Weapons, and the exercise of my Arts into Arms...."

But the excellent Will must not be allowed to run on over this page, for all his vintage quality. I do suggest that a few minutes spent in looking through Jacques Callot's delightful little sketch-book would prove an agreeable sedative after the stress of stirring events.





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# Of Interest to Women.



## "The Judgment of Paris."

The Edwardian fashion-story has swept the Paris collections. The trend blazes its trail, establishing its influence on hats, suits, coats, and dresses, on day and evening clothes. These vital fashion facts have been captured by Harrods, Knightsbridge, and mirrored not only in their salons but in their booklet of fashions. No more reliable guide could have been created; it will be sent gratis and post free.

## Hats are Amusing.

Edwardian indeed are the hats. There is one notable departure and that is the "bird's nest" and other models made of fur. In those days furs were never used for anything except long coats and stoles. To-day tiny tilted affairs of velvet are looked on with the greatest favour. They are destined to be perched on high, curled, brushed-up hair. In striking contrast to these are the Robin Hood models.

## "Flattering" Furs.

The loveliness of furs has never been shown to greater advantage than to-day. The great artists demonstrate wondrous skill when working the skins, which draws forth the beauty of the markings and eliminates all unnecessary weight. The collection assembled at Harrods has no rival to fear. Boleros and coatees with sleeves in which the detail is a perfect joy are well represented. The shoulders of capes have a square effect, while swagger coats are decidedly boxy. Stone-marten capes are an interesting revival. Mink has reached a very high pinnacle among the aristocracy in the kingdom of furs. Flat furs, such as shirred beaver, sealskin, and Persian lamb, all have their rôles to play, also skunk, lynx, and monkey.

## Pictured Fashions.

The fur fashions on this page cannot fail to claim the attention of all who have a reputation to maintain for being well dressed. The originals may be seen at Harrods. A study in contrasts is the coatee and long coat above. They are both of mink. The skins have been carefully selected, hence the shadings are perfect. It may be related that here coats range in price from 100 to 1000 guineas, and even more. It is silver fox, the most beautiful of all furs, which makes the wraplet on the left. It has a slimming effect, due to the arrangement of the skins. Shirred beaver makes the coat on the right; the collar and revers are a new departure.







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## THE PLAYHOUSES.

### "OFFICIAL SECRET," AT THE NEW.

IT is right that a secret-service drama should be complicated; that red herrings should be as plentiful as they are at Yarmouth, or wherever it is that things which are neither fish, flesh nor fowl are cured. In this respect, Mr. Jeffrey Dell's play comes up to standard. But in other respects it is to be feared it falls far below. Only one of his characters seems to have blood in his veins, and that, one feels, is due to Mr. Cecil Parker's art. His study of a suavely cynical member of the Intelligence Department is a perfect piece of work. Every time he comes on the stage the play springs to life. The trouble is that he only appears in the first and last scenes. The setting is an isolated farmhouse on Salisbury Plain, where some form of aeroplane that is to revolutionise aviation is being tried out. Though surrounded by barbed wire and official secrecy, most of the nations of the world appeared to be fairly well informed as to what was happening inside. There was, for example, a bespectacled Mittel-European gentleman who shot in very suddenly, and departed even more abruptly, leaving in his wake a cheque that seemed to prove the O-in-C. a traitor to his country. Then there was Mr. Henry Hewitt, who usually plays amiable fathers of very large families of daughters. This time he is a sinister blackmailer. We naturally suspect him the moment we see him. But no, he was no traitor. All he wanted was to turn a dishonest penny, threatening his mistress that he would inform his master that he had seen her, at an indiscreet hour of the night, with a certain lieutenant. The lady of the house had paid him much money. The wife was played by Miss Carol Goodner, who deserves sympathy; for her part, to use a billiards expression, simply wasn't on the table. Miss Goodner is a brilliant comédienne. It was a waste of her talent to force her to spend an evening in such a state of suspense. First she had to worry about the blackmailer. Next she had to worry whether her husband (whom she really, truly loved, as all nice stage heroines do) was to be accused of being a traitor to his country. Then, would her lover be suspected of any such thing? Later, did she suspect him herself? It was quite a relief when the lover, Mr. Robert Douglas, owned up to being a gentleman of foreign origin, trained from infancy to appear a pukka British sahib, so that he could crawl in from the playing-fields of Eton to prevent

any more Waterloos. One feels that the play is too wordy to win much success. Only Mr. Cecil Parker gets his lines over in such a way that one wishes there were more of them.

### "THESE FOOLISH THINGS," AT THE LONDON PALLADIUM.

If the Crazy Gang are not, this time, a "Riot of Laughter," they definitely are some sort of a turmoil. Mr. George Black has left the comedy to look after itself. Instead he has concentrated on *décor*. His "Picture in Porcelain" (setting by Professor Ernst Stern) is one of the loveliest things ever seen on the stage. "Furs" proves that a silver-fox round a woman's shoulders will keep her sheerest-hosed ankles warm. Leading ladies at the Palladium are seldom given much chance. But Miss Kitty Reidy made what little she had to do seem much more than it was. The Crazy Gang themselves (it seems waste of space to mention them individually after all this time) made their biggest hit as Theatre Cleaners; afterwards indulging in a semi-strip-tease act as sunbathers. Altogether, a show that should draw those who have an eye for beauty, an ear for music, and a rib that can be tickled.

### BOOKS OF THE DAY.

(Continued from page 620.)

effective of the alternatives, because it served my purpose better: my purpose being to make as vivid and memorable as possible the impact of Francis upon this modern age of ours, which, if I mistake not, is more sadly disillusioned than any period within the last seven centuries and more sick for a God and a sanctity."

Explaining how his book came into being, Mr. Raymond recalls that he began his pilgrimage "in the steps of St. Francis" about a year ago. "I went," he writes, "to all the places in Italy, Egypt and the Holy Land which I knew this young man to have visited in the course of his extraordinary life. . . . It was a pilgrimage in search of his meaning. And there is every reason why I should ask you to share this pilgrimage with me as I describe it, because this young man in his out-dated clothes, moving among people who have been seven hundred years dead, still embodies a challenge to the whole world. . . . A born artist, a natural, unconscious dramatist, a wit, he showed forth this greatest of all dramas, the clash of the Eternal on the things of Time, in a life story so stirring in its ascent to an

awful climax that the world has been able to match it only with that played out by his Master twelve hundred years before."

The most characteristic incident in the life of St. Francis, and popularly the most famous—his sermon to the birds—is beautifully handled by Mr. Raymond, who gives the text from the Fioretti, and describes, as he saw it, the little gabled shrine in a garden that still marks the spot. "It is difficult to suppose," he writes, "that it was other than an acted poem by a man who liked to call his troupe the Jesters of the Lord, but, none the less, one may search history for a sermon quite as efficacious. It was preached to the birds, but the world heard it. The world heard it, fell in love with it, and was a little different after it. Having assumed the unfamiliar dignity of a historian, I am sternly pursuing moderation of statement, so I will withdraw my assertion that it was the most famous sermon in the world. . . . and say only that it was the most popular. That it slew Byzantinism at a blow. That it sent Art back to Nature. That it turned the eyes of the artists from the stiff and formal Byzantine patterns and directed them towards birds and trees and the men on the high road. That it ushered in Giotto and the Renaissance. That, by sending Art to Nature, it helped to send science there. That it humanised religion. That it played its part in humanising literature."

C.E.B.

When reviewing Mr. Eric Partridge's "Dictionary of Slang and Unconventional English" (Routledge; 42s.) in our issue of March 6, 1937, we suggested that, as slang is constantly changing and assuming new forms, the author would probably find it necessary before long to expand his existing *addenda*. This prophecy has now been fulfilled by the appearance of a Supplement to the first edition of the Dictionary, recently issued by the same publishers at the price of 5s. The scope of the whole work, we may recall, covers "the language of the under-world, colloquialisms and catch-phrases, solecisms and catachreses, nicknames, vulgarisms, and such Americanisms as have been naturalised." The Dictionary is a fascinating mine of curious information, the result of wide research and erudition, and should be indispensable to novelists, playwrights, and linguistic scholars, besides being of great interest to the general reader. The Supplement is indispensable to those who already possess the main volume.



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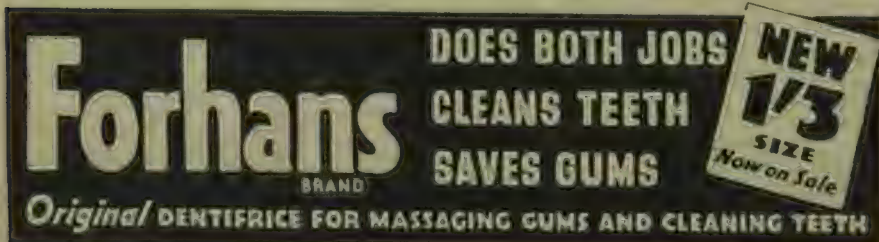
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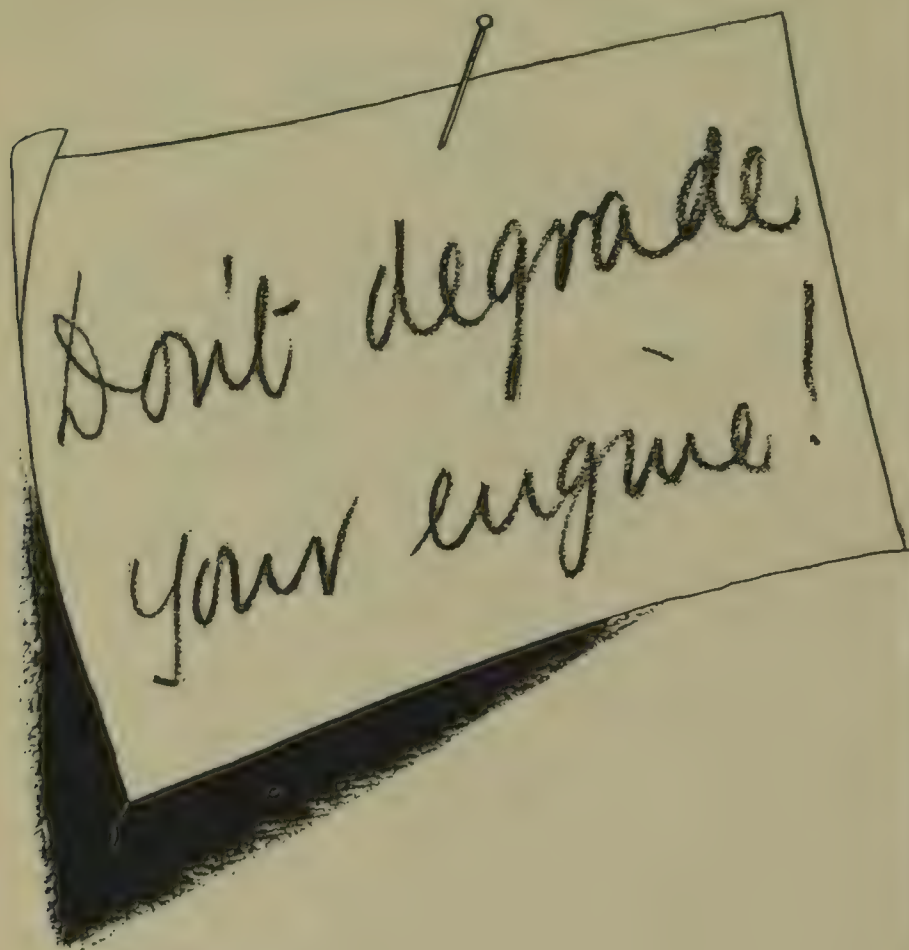
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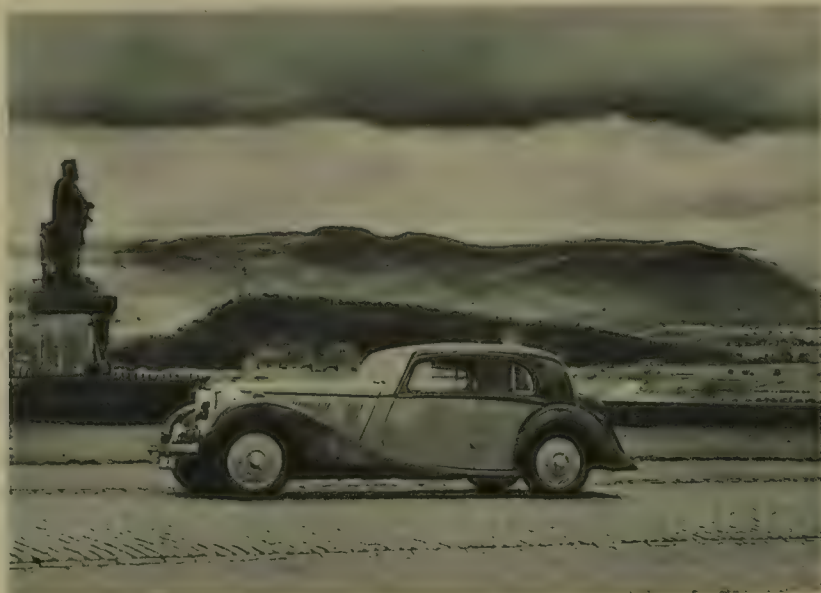
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## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

AT the present time those persons interested in the progress of the British motor industry are being allowed the privilege of pre-views of the cars which the various motor manufacturers propose to exhibit on their stalls at Earl's Court next week. Wolseley Motors, Ltd., recently gave their agents and distributors, as well as a few prominent motorists, a private view of three entirely new models which will augment the Wolseley programme for the 1939 season. These consist of useful cars which are the type mostly desired by a discerning motoring public. They are a 14-60 h.p., a 16-65 h.p., and an 18-85 h.p., and having had the good fortune to have runs in the last two models, I can vouch that they are the most comfortable and nice-riding carriages of their



WITH A TWO-LITRE M.G. SALOON IN THE FOREGROUND: A VIEW OF THE HILLS FROM STIRLING CASTLE AND (ON LEFT) THE ROBERT BRUCE STATUE.

The M.G. two-litre shown in the above photograph is fitted with four-door saloon coachwork. It is a high performance luxury type of car with outstanding road-holding qualities and brakes. The engine is the six-cylinder type and rubber mounted. The gear-box is four-speed synchromesh. Two other body styles are available on the two-litre—a four-seater open tourer and a folding-head foursome.

size at present on the market. The 14-60 h.p. is an improved edition of the old and popular Wolseley "Fourteen," with all the well-tried mechanical features of the parent car, plus improvements which greatly increase driving satisfaction to the user.

Synchromesh is now provided on second as well as the other gears, and the steering is excellent. And well it should be, as Wolseleys made George Eyston's "Thunderbolt" steering-gear, and the same technique is embodied in the steering of all these new models, which are a delight to handle. People are apt



CAPABLE OF A SPEED OF OVER SIXTY M.P.H. AND HAVING INDEPENDENT FRONT-WHEEL SUSPENSION: THE NEW FLYING STANDARD "EIGHT" SALOON DE LUXE; PRICED AT £139.

to be amused at the various clichés used by the motor trade, but the Wolseley "phased suspension" is a real benefit and gives very smooth riding on these cars. This is further aided by the Luvax piston-type shock-absorbers. Steady pulling-up at high speed is given with the latest Lockheed slotted-shoe brakes. Fitted with all the latest gadgets, such as pass-lights, etc., to give comfort to passengers and driver, these cars are very moderate in their cost, as all of these saloons are very roomy vehicles. The 14 h.p. has a four-cylinder overhead-valve engine, while the 16 h.p. and the 18 h.p. have six-cylinder motors. The prices of these new Wolseley saloons are: 14-60 h.p., £285; the 16-65 h.p., £320; and the 18-85 h.p., £325. Moreover, the last-named figure of their rating is the same as the speed at which they can travel while fully loaded on the road—if traffic conditions allow such a fast pace. Also, their fuel consumption is particularly low, due to the new cylinder-heads and controlled flame rate of combustion.

London saw the new range of Standard cars which were on view at their showrooms in Davies Street, W., and at their new car delivery depot in Boundary

(Continued overleaf.)



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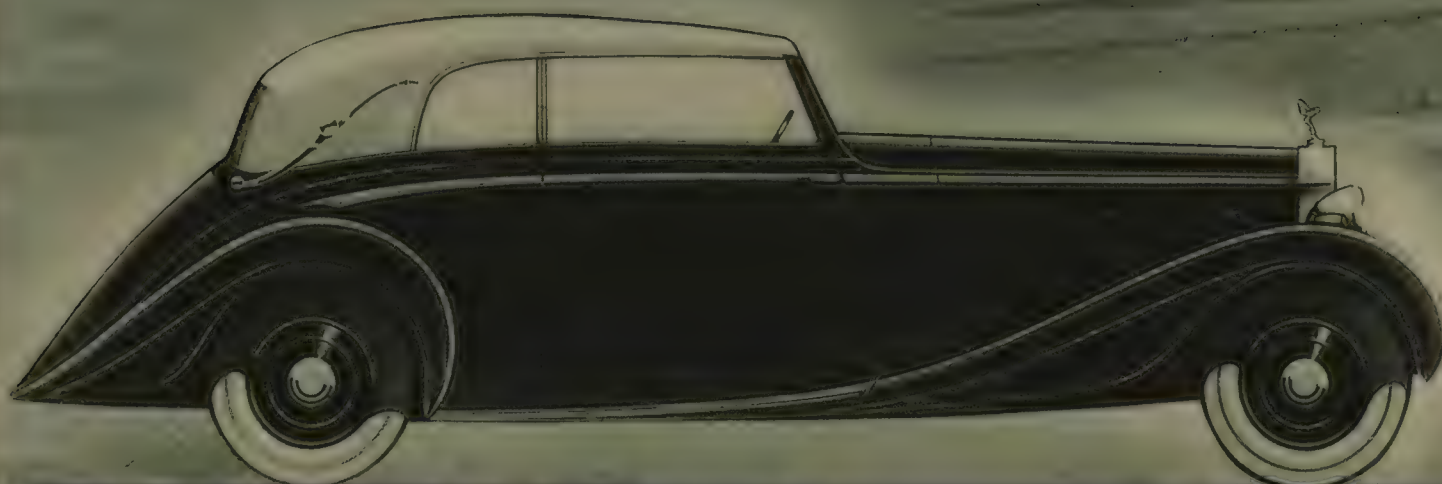
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*Continued.*  
Road, St. John's Wood, on Sept. 28. Naturally, the advent of the expected new Standard 8 h.p. was the chief attraction to visitors, although, for my own self, I much prefer the new 12-h.p. drop-head coupé, as I like that form of coachwork better than saloons. It was a very nice display of the new

in effect, a single unit, though without the disadvantage of inseparability from the upkeep and maintenance point of view.

The new 8 h.p. is offered both as a saloon with fixed or sliding-head and as a two-four-seated tourer—more of the two than the four, as the rear seats are really only occasional ones. The 8-h.p. saloon costs £129, the 10-h.p. super-saloon £185, and the 12-h.p. saloon de luxe £225, so all of the new models are low-priced vehicles. Equally, they are all economical to run, as the petrol consumption for the 8 h.p. is an average 40 m.p.g., although it has run 52 miles to the gallon in the hands

new 12 h.p. 32 m.p.g., due to the use of aluminium cylinder-heads enabling a higher compression to be used and the combustion-chamber being kept free from irregularities of shape and form by reason of the cylinder-head as a whole being a die-casting. The equipment of all these Standard cars is very complete, so that owners will find little to add in the form of extras.

The complete range of Standard cars for 1939 is 8 h.p., 9 h.p., 10 h.p., 12 h.p., 14 h.p., and 20 h.p., and all their engines, whether of four or six cylinders, are secured to the chassis by the "buoyant power" system of mounting. What that term means is that the engine and gear-box as a unit rests upon four blocks of "live" rubber.

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cars, which comprised not only the new 8 h.p., but also the new 10 h.p. and the new 12 h.p., all three with independent front suspension. Another point to note in these new Standard cars is the chassis frame, of great strength and rigidity, which has the all-steel coachwork attached to it at a great many points, making the chassis and body,

of one driver. I think, therefore, its consumption lies between 40-45 m.p.g. for most owners. The 10 h.p. runs 38 m.p.g., and the



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## THE CHARM OF MUSIC.

By FRANCIS TOYE.

### SIR HENRY WOOD'S JUBILEE.

BY the time these lines appear, English music, with the invaluable co-operation of Rachmaninoff, will have paid its tribute to the jubilee of Sir Henry Wood as a conductor. I can imagine no tribute more fitting or better deserved. The younger generation realises very imperfectly what it owes to Wood; criticism of his interpretations, not, perhaps, always undeserved, is by no means infrequent.

I am not going to pretend that Wood was ever a great interpreter of classical music in the sense that Beecham is a great interpreter of Haydn and Mozart, Weingartner of Beethoven, and Fürtwangler of Brahms. But I do claim that, in the heyday of his career, Wood was the best interpreter of contemporary music that this country—or perhaps any other country—has ever known. By this I do not mean that the possibilities of certain individual contemporary composers have not been more thoroughly explored by certain individual conductors. The particular merit of Wood lay in his wholly admirable attitude to contemporary composition in general. Composers of every school and of every country have passed through his hands in unparalleled profusion. Their works were conscientiously rehearsed and adequately presented. Englishmen, Frenchmen, Germans and Russians alike could always be certain that, under his sympathetic direction, the London public would have a favourable opportunity to appraise their works. Small wonder that composers all over

the world keep in their hearts an especially warm place for the name of Henry Wood.

For the full realisation of this fact memory must go back many years, to the pre-war Proms and to those Saturday afternoon concerts at the Queen's Hall which were once the joy of musical London. The Proms were dealt with in this column a couple of months ago, and there is no need to emphasise again their importance and their value. It seems

gramophone in those days, and it is no exaggeration to say these concerts, which cost only a shilling, provided musical fare for thousands of people who otherwise would have been musically starved.

The Saturday afternoon concerts were, of course, quite a different affair. Here we were introduced to most of the important novelties and most of the important solo artists desirous of acquiring fame in this country. Perhaps as good a way as any other to realise how much time has elapsed since then is to recollect that among the novelties were Tchaikowsky, and, to some extent, Dvořák. Wood was the Tchaikowsky pioneer in this country, as I am just old enough to remember personally. His championship aroused some hostility from the partisans of Brahms, who thought that his activities would have been better employed in popularising music then considered exceptionally difficult to understand. Wood, however, went on his way quite undisturbed, experimenting in music of every kind, from that of the other Russian composers to Strauss and Debussy, leaving the public to decide what should or should not remain in the musical repertory. The best tribute to his efforts, indeed, is the exceptional amount of the music introduced by him which the public has decided to be worthy of such inclusion.

A word must be said as regards Wood's relationship to the many distinguished soloists who appeared at the concerts. I said just now that composers all over the world had

an especially warm feeling for him. This is even more true, perhaps, of the great executants. Everybody who has talked to virtuosi must have been struck by the unanimity of their admiration for Wood as an orchestral accompanist. Nowhere in

(Continued overleaf.)



A BUST OF SIR HENRY WOOD UNVEILED IN QUEEN'S HALL TO MARK HIS JUBILEE AS A CONDUCTOR: SIR WALFORD DAVIES PERFORMING THE CEREMONY, WATCHED BY SIR HENRY WOOD (LEFT).

Last week, Sir Walford Davies unveiled a bust of Sir Henry Wood in Queen's Hall to mark his jubilee as a conductor. The bust is by Mr. Donald Gilbert, and stands in a niche in the wall at the back of the promenade. In his speech, Sir Walford said that since Sir Henry took up his abode at Queen's Hall in 1895 he had given no fewer than 3000 promenades, nearly 600 symphony, and 1000 Sunday concerts. This season's series of Promenade Concerts ended on October 1, and a Henry Wood Jubilee Concert was arranged to take place at the Albert Hall on October 5. (Wide World.)

fitting, however, to point out that they were Wood's especial creation, which he evolved out of an entertainment of a definitely more popular nature, to the incalculable benefit of music-lovers of small means and limited opportunities. There was no radio and no

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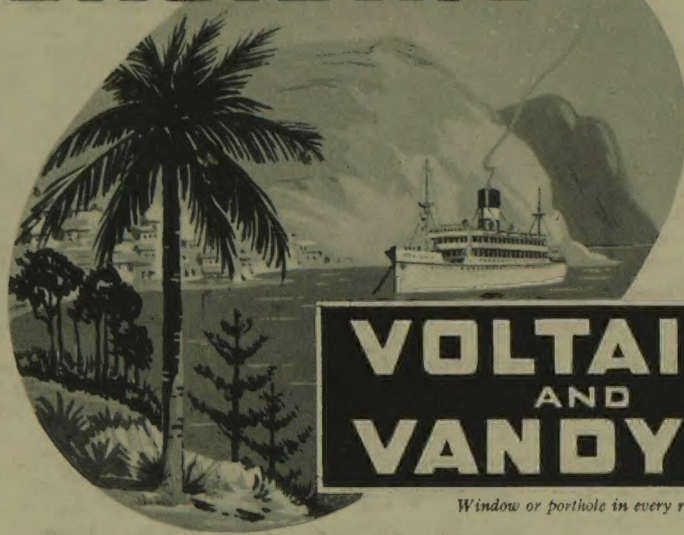
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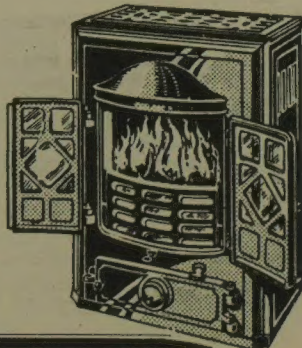
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*Continued.*

the world, they say, have they ever found a man on whom they could place more implicit reliance as regards the handling of a concerto or the accompanying of a vocal excerpt. It is therefore particularly fitting that Rachmaninoff, representing as he does the composer and the executant, should arrange to come to London to join in the jubilee tribute at the Albert Hall.

The standard of orchestras and orchestral performances has risen so rapidly and so greatly in recent years that the high standard achieved by Wood in those far-off days is apt to be overlooked even by those who remember them. Both the Queen's Hall Orchestra and London Symphony Orchestra consisted of admirable players, but the "deputy system" was still in vogue, and it may be doubted whether the high polish and the delicate precision characteristic of the great modern orchestras in England and the United States could then have been obtained even under a Richter or a Nikisch. The measure of Wood's accomplishment is best shown, perhaps, by the definitely inferior performances characteristic of most orchestral concerts given under similar conditions immediately after the war. Several years were necessary for the old standard to be equalled and many more for it to be surpassed. Those who so rightly admire nowadays the exploits of the London Philharmonic Orchestra under Beecham, and the B.B.C. Orchestra under Toscanini, may usefully be reminded that without Wood and his work during the first decade of the twentieth century, such virtuosity in English orchestral playing would scarcely have been possible.

It is not so very long ago—say, fifty or sixty years—since orchestral players of British nationality were the exception rather



LUELLA PAIKIN.

Appearing as Gilda in "Rigoletto," at Covent Garden, on October 13 and October 18.



HEDDLE NASH.

Will appear as Faust in Gounod's "Faust" on October 10, and as the Duke in "Rigoletto" on October 13.



HELLA TOROS.

Will make her London début as Santuzza in "Cavalleria Rusticana" on October 14.



STANFORD ROBINSON.

Will conduct the production of "Faust" at Covent Garden on October 10, 15 and 27, and the matinee on October 22.



EUGENE GOOSSENS.

Will conduct "Madame Butterfly" on October 11; and "Cavalleria Rusticana" on October 14.

The season of the Covent Garden English Opera Company at the Royal Opera House will begin on October 10 and continue until October 29. A large company of well-known English conductors and singers will present a repertoire of eight operas.

than the rule. Subject to correction, I would hazard a guess that not more than 30 per cent. of the orchestras that played under Costa and Manns were English. The change may have begun before Wood's day, but, more than any other single man, I should say, Wood was responsible for consolidating and extending it and bringing our orchestras to their present state of self-sufficiency. Moreover, he must have a large share in the credit of establishing the position of English conductors. Needless to say, there were distinguished English conductors before Wood—Sullivan, Cowen, Stanford, and so on. But they were, in the main, composer-conductors who appeared at

festivals or on other special occasions. Wood established the possibility of an English conductor at the head of an English orchestra continually engaged in presenting works of every kind and of every school. He may not have had the prestige of contemporaries such as Richter and Nikisch, but he held his own, and without him we should not stand where we do to-day.

The term "craftsman" is so often and so wrongly used in a derogatory sense that I hesitate somewhat to offer it as a tribute of admiration to Wood. Nevertheless, in its proper and most laudatory sense, craftsmanship is his greatest and most characteristic attribute. The organising power that he has shown in connection with his concerts; the conscientious attention given to the preparation of works; the meticulous care shown in the apportionment of rehearsal; his unflagging industry, his tireless enthusiasm, his broad minded outlook—all these entitle him to the appellation of a great craftsman. I doubt in the whole history of our music if there is any man to whom we owe a greater debt of gratitude, admiration and respect.



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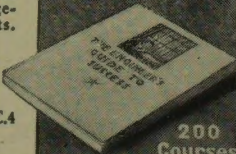
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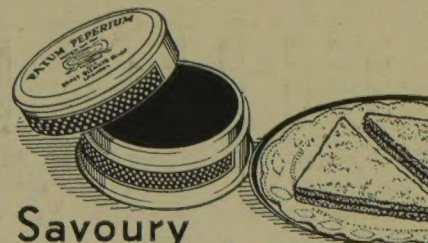
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